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American Railroad Journal.

New York, Saturday, February 3, 1866.

The Mercantile Mutual Insurance Co.

This prosperous and much esteemed Company with Assets over \$1,366,699, organized twenty years ago, continues its business on the most favorable terms as usual, at its New York and Liverpool offices. We refer our readers to its advertisement in another column for particulars.

Smyrna and Delaware Bay Railroad.

This road is to run from Clayton, a station on the Delaware Railroad, to the mouth of Duck Creek at the Bay Shore, a distance of nine miles. The preliminary surveys have been made, and the contract awarded to Charles B. Dungan, Esq., of Philadelphia, a gentleman widely known in railroad circles as a responsible and energetic contractor. Clayton is also the terminus of the Maryland and Delaware Railroad, and will be of the Kent County Railroad, both coming from the Chesapeake. Tench F. Tilghman, Esq., has been appointed Chief Engineer, and the work will be pushed forward with great rapidity. Mr. T. is also Chief Engineer of the Maryland and Delaware Railroad, and has been for years identified with the roads of the Peninsula.

The Financial Question.

We have received from our esteemed friend, T. W. Olcott, Esq., of Albany, a communication on the subject of making legal tenders a deposit for currency in place of bonds as now, which he considers a fallacy unless modified, in which case our views may be adopted with less difficulty. He says:

"If you have \$100,000 you can invest it in commercial paper, or dispose of it in any way you please and that ends the matter. Nobody can call upon you to redeem the money thus paid out. But if you exchange it with the Comptroller of the currency for an equal amount of your own notes, how do you then stand? Why you are subject to $\frac{1}{2}$ per cent. tax on the same, and when you pay them out, you are liable to be called upon the very next hour for their payment. If they were to pay out forever, you would still be the loser of $\frac{1}{2}$ per cent. a year." But I think the object at which you aim, looms up so large, that you overlook minor considerations in your haste to grasp it. Slightly modified, however, it becomes practicable, with the promise of meeting and answering your aims. The Comptroller of the currency proposes in his decidedly able report, to have legal tenders paid in as the basis of 100 million new bank capital. The legal tenders to be destroyed and a gold stock issued in their stead to the said new banks.

"The stock thus issued is to be locked up and will not come upon the market to depress and depreciate gold obligations—possibly carrying them so much below par as to be fatal in converting the large amount of maturing obligations—and yet though the new banks can issue 90 per cent. of the legal tenders thus retired, by lessening the lawful money basis, you in fact enforce the necessity of a very considerable curtailment of the circulation and business of banks—and just in the ratio that the amount of legal tenders called in bears to the whole amount out. For if the 100 millions of new bank capital were extended to 600 millions, and it were possible to organize banks to that extent, specie payments or universal bankruptcy would follow at once, as there would be no lawful money left but gold and silver. Then too, this plan has another advantage, it is limited to a specific sum, and will be so gradual in its opera-

tion as not to destroy confidence and lead to a general crash.

"With this should be carried out Comptroller Clarke's other suggestions of removing his bureau to New York, of removing the obligation on banks to keep on hand an *unavailable reserve fund*, and obliging all banks to redeem at par in the three principal cities. The Comptroller of the currency has argued these questions so clearly and fully and forcibly, that I would refer you to his report, if you are disposed to enforce them by more extended remarks. Par redemptions I regard as fundamental in maintaining a sound restricted circulation, free from depreciation and redundancy.

"If those measures are carried out by Congress, our banks will stand upon a safer footing, National credit will be sustained by strengthening public confidence, and we shall be on the steady march to the resumption of specie payments."

Coal Production of the United States.

We give elsewhere a very full account of the anthracite coal trade of the United States, compiled from the *Miner's Journal*. While in Great Britain, the permanence of its coal supply is beginning seriously to be questioned, its exhaustion being looked for within the life time of some who are yet in being, here with the largest coal fields in the world, the working of which may be said to be only in their infancy, we can see no limit to the production, as long as the world shall last. The wealth and the utility of these vast mineral deposits, cannot be calculated by the most ardent statician. The real problem for us at the present moment is, how to cheapen this indispensable article of consumption and mover of machinery. What is wanted, is a large and economical supply. and we are thankful that we have at this moment the prospect of realizing it. High prices check consumption, and the sooner this fact is understood, practically by the producers themselves, the sooner will they find their interests advanced by a corresponding movement. It appears by the figures before us, that from 1820 to 1865, inclusive, the total anthracite mined and sent to market was 134,121,549 tons.

The supply sent to market from Pennsylvania in 1864, was 9,998,046 tons, and in 1865, it was

9,488,896, showing a decrease of 509,650 tons, attributed to a stoppage of various iron and other works, in consequence of the collapse of the rebellion, and the sudden falling off in the military and naval wants of the Government. But it is ascertained that a fresh increase in the supply is beginning to be seen and felt. It also appears, that though the demand for anthracite was thus affected, that for the bituminous and semi-bituminous was on the increase. From the semi-bituminous mines the decrease in 1865, was 93,128 tons, and from the bituminous, or Cumberland, the increase was 237,890 tons. The total supply in 1864, was 1,238,724 tons, and in 1865, 1,383,486 tons. The amount of foreign coal imported in 1864, is given at 510,708 tons, and in 1865 at 685,052, the increase being 174,344 tons.

The supplies of the anthracite came especially from the Schuylkill, Lehigh, Wyoming and Lackawanna, and the Shamokin regions making their total deliveries from 1820 to the close of 1865, 134,121,569 tons, as follows:

	Tons.
Schuylkill Region	60,422,057
Lehigh	28,656,599
Wyoming and Lackawanna Region	42,050,008
Shamokin	2,992,885

Total anthracite 134,121,549

From 1820, the commencement of the trade, up to 1866, the supply sent to market for 46 years was as follows:

	Tons.
1820 to 1830	359,190
1830 to 1840	6,261,197
1840 to 1850	19,373,429
1850 to 1860	56,954,864
1860 to 1866 (6 years)	52,172,869

Total anthracite 134,121,549

According to the above statement, the annual increase was as follows:

From 1830 to 1840 was about	164 per cent.
From 1840 to 1850	21 "
From 1850 to 1860	194 "
From 1860 to 1866	84 "

It is understood that a foreign market for our anthracite coal is beginning to be sought by shippers. It bears long sea voyages without injury, an advantage it largely possesses over the soft bituminous, and we are not surprised to learn that it is finding sale in South America, and the islands of the Pacific. Easy and cheap transportation to market, and moderate prices are all that are now necessary to give our coal interests entire stability and much profit. As we have already remarked, cheapness especially is requisite to a large consumption. These coal mines properly managed will contribute to the National wealth more surely than even our gold mines, and may be very properly put down in the National inventory as one of our most indestructible and valuable properties.

It is proper here to remark before dismissing this subject, that the Coal Exchange of Philadelphia have been taking very intelligent views of it. It appears that at the largest meeting of the trade ever held in that city, on the 23d inst., consisting of gentlemen whose mines produce more than five millions of tons per annum, the connection in progress between the Atlantic and Great Western Railroad, and the East Pennsylvania and Reading Railroads, making a through line from the West through the coal regions of Pennsylvania to the

cities of New York and Philadelphia met with entire approval. They recognized the advantage of cheapened fuel, whether for domestic or manufacturing purposes, the increase of commerce by the increase of consumption, and the activities of transportation, particularly in this instance as the rates are to be those of New York, and charged only for the actual distances traversed. They wisely concluded that a reduction in price of even 50 cents per ton, would itself be of vast importance to Philadelphia, and that it would among other things, enhance its importance as the great coal market of the United States. We are pleased to see this liberal spirit prevailing among the Philadelphia dealers. They will find it is their true policy to increase all these facilities of transportation.

Our Western Connections—Marietta & Cincinnati Road.

We have from time to time called public attention to the value and importance of the Parkersburg line, connecting us, through the Baltimore and Ohio road, with the West, by means of the Marietta and Cincinnati Railroad, two hundred miles in length between Belpre, opposite Parkersburg, on the Ohio River and Cincinnati.

From various causes this line has not as yet assumed the importance which its admirable location and its very extended connections would warrant us in expecting for it. It is now, however, about emerging from its difficulties, and bids fair to prove very soon all that its friends have hoped.

The Marietta and Cincinnati Railroad is one of the many similar enterprises in the West that encountered the financial storms of 1857, at a period of its advancement, which proved fatal to its credit, and forced it into a process of capitalization. By this process its entire indebtedness was converted into stock—former creditors becoming owners—thus uniting with the original stockholders in fixing a permanent basis of credit.

Upon this basis the company, as reorganized, have been able to raise means necessary to finish the road, and supply it with equipment sufficient for its large and increasing business. During the past three years over three million dollars have been expended in various works of completion and improvement. Two long tunnels, at points where the line was thrown over the hills upon high temporary grades—much of it supported by trestle work—have been completed. All the bridges on the line are new, and of the most excellent character. Passing over the rugged surface of Southern Ohio, several miles of its track, when just opened for public use, rested upon trestle work. These have been nearly all displaced with solid masonry and permanent embankment. Temporary grades, resorted to at first to save expense, have been cut down and the track ballasted with gravel or broken stone. The alignment of the road is remarkably favorable—nine-tenths of it being either straight line or curve of 2,865 feet radius. The maximum grade will be 55 8-10 feet to the mile. Next in importance to the completion of its main track is the fact that it has constructed an independent line, under its own charter from Loveland (its present point of intersecting the Little Miami road) to the city of Cincinnati. This new route sweeps around the city on the north and west, entering it by Mill Creek Valley. By this route the Marietta road is brought in direct connection with the entire railway system of the West, Northwest and Southwest, centering in Cincinnati. It has the use, in common with the Indianapolis road, of the new and splendid passenger depot recently built by that company on Pearl street. Ample grounds have also been secured in the same vicinity for the accommodation of an extensive freight traffic, and buildings for that purpose are now being erected. The very central position of these facilities in the city of Cincinnati afford most decided

advantages for the vast amount of traffic now concentrating at that point, while the close connection with the other Western roads afforded by this line must give it a decided preference for through business.

By the first of February next the trains of the Marietta road will enter the city upon this new line. The public will then be offered a continuous uniform gauge, from the seaboard to the Mississippi River (over which traffic may be passed without change of cars,) extending from Baltimore westward so directly that for the whole distance to St. Louis the entire route will not vary one degree from an air line.

The ferryage of the Ohio River at Parkersburg presents the only break in the continuity of this rail line. This will soon be supplied with a permanent railroad bridge, now being constructed by the Baltimore and Ohio and Marietta Companies. The traffic of the Marietta road has steadily increased from an aggregate of \$386,275, in 1857, to \$1,222,000 in 1865. Of this traffic, eleven-twelfths is derived from local sources, composed of the minerals of the coal and iron district of South-eastern Ohio, and the agricultural products of the Scioto and Miami Valleys.

The company is now prepared to enlarge its operations in the direction of through traffic, and to this end have secured a good supply of new freight cars and new freight and passenger engines. Two daily passenger trains are now run in close connection with the Baltimore and Ohio road at Parkersburg. One of these trains is provided with new and elegant sleeping cars, not excelled by any in the West.

In a word, the Marietta and Cincinnati Railroad is now prepared to assume its proper geographical position as the central link in the great railway line, stretching from the Atlantic to the Pacific seaboard, across the Continent.

In connection with this subject, we learn that the necessary and important work of arching the tunnels on the Northwestern Virginia, or Parkersburg road is successfully progressing under the authority of the Baltimore and Ohio Company, which has also lately made much improvement in the track of the road between Grafton and Parkersburg, and are in other respects effectively working that section of their great line between the East and West.—*Baltimore American*.

The Atlantic and Great Western Railway Company, under the terms of their agreement with the Morris and Essex Railroad Company, of New Jersey, have already contracted for the grading of the whole of the branch road from Denville to Bloomfield. The line will pass through Boonton, Little Falls and the Great Notch in First Mountain, and will be some twenty-three miles long. A corps of engineers are now engaged between Bloomfield and Paterson in staking out the proposed new road, preparatory to commencing work. The grading on this part of the route is to be finished during the present year, and also that portion between Denville and Boonton. At the same time the work, on the entire line of the road, is to be pushed forward with all possible despatch, and the contractors hope to have the whole completed within twelve months.

The Senate of Virginia has adopted a resolution that the committee on roads inquire into the expediency and propriety of authorizing the Baltimore and Ohio Railroad Company to construct a railroad from Winchester to Salem, Va., a point on the Virginia and Tennessee railroad, 60 miles southwest of Lynchburg, and 229 miles southwest of Washington city. The object of the company being undoubtedly, to occupy the Shenandoah valley with a long Southern branch, to be operated as a part of the great Southern mail route to Baltimore, Philadelphia and New York.

Product of Portage Lake Mines for 1865.

The following from the Portage Lake Mining Gazette, gives the product of the Portage Lake Mines for each month of the year:

	Quincy.		Pewabic.		Franklin.		Huron.		I. Royale	
	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.
Jan....	58	1,353	50	525	40	700	43	165	...	...
Feb....	82	165	50	1,025	50	250	43	1,000	39	1,653
March...	76	650	70	1,000	70	525	51	220	43	1,360
April...	100	1,385	80	750	71	160	40	246	42	212
May ..	127	150	100	250	72	1,072	57	1,981	32	1,509
June ..	131	755	105	670	85	541	43	1,385	45	1,860
July ..	128	1,495	105	1,000	107	125	56	500	43	1,000
Aug....	123	500	110	1,015	111	250	54	1,182	54	1,993
Sept...	124	545	130	715	112	550	53	1,808	33	1,810
Oct....	130	1,535	135	525	113	1,050	60	652	39	1,049
Nov....	143	1,492	135	127	114	570	42	1,797	40	305
Dec....	133	1,375	120	330	115	526	56	1,800	33	1,642
Total..	1,360	1,900	1,193	1,932	1,062	1,319	604	736	460	393

	G. Portage.		Al. & Boston.		Hancock.		Shelden-Col.		Concord.	
	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.	Tons.	Lbs.
Jan.....	21	1,094	...	...	...	...	...	...	...	...
Feb.....	25	1,183	...	...	...	...	...	...	...	...
March...	27	...	...	...	...	...	...	...	...	...
April...	20	256	...	...	...	...	...	...	...	...
May	21	730	5	1,505	...	...	20	75	...	...
June.....	28	1,895	31	1,921	9	...	2	656	...	...
July.....	31	...	18	255	13	32	...	...	...	...
Aug.....	32	463	13	88	17	503	10	28	...	...
Sept....	34	997	16	315	20	74	11	500	5	1,900
Oct.....	32	503	35	1,877	20	1,367	22	562	...	...
Nov.....	34	1,302	24	340	9	...	14	1,467	...	...
Dec.....	27	1,066	17	1,449	20	1,400	...	...	...	...
Total....	336	1,489	162	1,745	109	1,436	80	1,288	5	1,900

	Arcadian.		Tons. Lbs.		Douglass.		Tons. Lbs.	
June.....	3	500	...	...	...	...	...	...
Total....	3	500	...	...	...	...	...	...

RECAPITULATION.

	Tons. Lbs.		Tons. Lbs.	
Quincy	1,360	1,900	Albany and Boston...	162 1,745
Pewabic	1,193	1,932	Hancock	109 1,436
Franklin	1,062	1,319	Sheldon Columbian ..	80 1,288
Huron	604	736	Concord	5 1,900
Isle Royale.....	460	393	Douglass	4
Grand Portage.....	336	1,489	Arcadian	3 500
Total	5,415	638		

The total shipments of copper from this port during the past season were as follows: Ingot copper, 3,438 tons, 1,357 lbs.; mineral, 298 tons, 160 lbs.; total, 3,736 tons, 1,517 lbs.; showing an increase of 278 tons, 1,987 lbs. of ingot copper over the shipments of last year.

Custom House Receipts.

The gold receipts for customs at New York during the past four years are reported as follows by the *Journal of Commerce*. The receipts for the year 1861 were only \$21,714,981 30. The gain in 1865 over 1864 is not owing so much to increased imports, or even a higher tariff on some articles, as to the fact that a greater proportion of the imports were thrown upon the market:

Month.	1862.	1863.	1864.	1865.
Jan.....	\$3,351,657 22	\$4,127,906 82	\$6,180,536 09	\$4,231,737 47
Feb.....	3,565,063 83	3,590,713 97	7,474,027 93	4,791,247 10
March....	4,626,862 86	4,554,460 13	7,659,770 47	5,392,099 26
April.....	4,149,952 36	3,957,197 57	13,982,555 60	6,309,994 34
May.....	4,704,924 62	3,873,865 42	3,855,186 46	8,133,423 06
June.....	4,664,927 19	3,738,934 06	3,311,148 43	7,837,075 84
July.....	7,211,817 68	4,912,718 49	3,585,848 44	9,778,276 65
Aug.....	4,762,581 54	6,296,735 58	6,237,364 17	13,113,689 50
Sept.....	5,239,045 50	7,270,543 65	4,084,492 54	12,929,615 64
Oct.....	4,309,419 87	6,238,943 46	3,670,188 38	10,973,513 01
Nov.....	3,003,270 23	5,075,846 24	3,455,156 53	9,933,483 76
Dec.....	2,664,593 82	5,218,189 03	3,440,852 67	8,348,750 31
Total ...	\$52,254,116 72	\$58,880,054 42	\$66,937,127 71	\$101,772,905 94

Worcester and Nashua Railroad.

The earnings and expenses of this road for the years ending November 30th 1863, 1864 and 1865, have been as follows:

	1863.	1864.	1865.
Earnings:			
From passengers.....	\$111,156 18	\$148,452 15	\$185,149 28
" freight	132,127 85	181,470 55	234,195 26
" mails	4,625 00	4,625 00	4,625 00
" express	1,858 33	2,500 00	3,233 32
" rent	1,256 67	1,237 36	1,243 00
" interest .....	.....	.....	.....
	\$251,024 03	\$338,255 06	\$481,505 77
Expenses:			
Repairs of road	\$31,107 65	\$36,900 24	\$32,226 75
" locomotive	7,573 76	15,076 91	20,348 49
" cars	6,835 55	21,094 80	22,862 93
" buildings, etc.....	3,266 63	8,142 00	12,826 97
" bridges	349 53	677 41	587 37
Fuel	21,427 14	31,489 24	44,077 03
Freight expenses	17,097 43	21,419 98	27,587 63
Passenger	15,002 93	18,113 70	19,928 32
Switchmen, watchmen, etc.....	2,225 49	2,659 14	2,814 51
Oil and waste	1,777 94	2,827 49	2,687 70
Removing snow and ice	228 97	588 14	1,280 13
Taxes and insurance	2,038 27	4,556 73	5,594 62
Government and State tax.....	5,046 75	25,988 65	39,688 58
General expenses	9,940 45	11,146 07	15,247 37
	\$123,918 49	\$200,680 50	\$247,755 40
Net earnings.....	\$127,105 54	\$137,604 56	\$183,750 37
From which deduct—			
Interest paid.....	\$5,253 49	\$2,000 39	\$.....
Dividends July and Jan.....	68,499 00	83,721 00	106,554 00
	\$73,752 49	\$85,721 39	\$106,554 00
Balance of earnings.....	\$53,353 05	\$51,883 17	\$77,196 37
Surplus previous years.....	73,014 44	88,567 49	112,750 66
	\$126,367 49	\$140,450 66	\$189,947 03
From which bonds have been paid.	37,800 00	27,700 00	40,500 00
	\$88,567 49	\$112,750 66	\$149,447 03

Surplus not divided.....	\$88,567 49	\$112,750 66	\$149,447 03
The following statement will show the debt of the company for the last three years, ending November 30th:			
LIABILITIES.	1863.	1864.	1865.
Bonds payable May 1, 1863.....	\$1,000 00	\$500 00	\$.....
" " 1, 1864.....	13,700 00	.....	.....
" " 1, 1865.....	30,500 00	18,500 00	1,000 00
" " 1, 1866.....	58,500 00	57,000 00	34,500 00
Unpaid dividends	1,833 69	1,383 56	1,871 50
Balance due United States.....	2 90	4,340 60	.....
Dividends payable in Jan.....	38,055 00	45,660 00	60,888 00
	\$143,591 59	\$127,390 16	\$98,259 50

The following statement will show the debt of the company for the last three years, ending November 30th:

ASSETS.	1863.	1864.	1865.
Cash	\$20,786 70	\$55,797 59	\$44,303 30
United States bonds	17,000 00	17,000 00	40,000 00
Norwich and Worcester R. R.	1,000 00	1,000 00	.....
Notes on demand with collateral. .	22,600 00	22,025 00	46,325 00
Worcester and Nashua R. R.	15,252 25	17,835 25	17,835 25
Sundry accounts	6,333 07	3,756 79	3,363 13
Iron, Fuel, etc.....	57,589 43	54,597 94	71,036 35
Groton Wood lot .....	.....	4,230 62	1,445 87
	\$140,561 45	\$176,243 19	\$224,308 90
Assets over liabilities	\$.....	\$48,853 03	\$126,049 40
Liabilities over assets	3,030 14	.....	.....

BALANCE SHEET NOVEMBER 30.			
Cost of road and equipment..	\$1,232,597 63	\$1,204,897 63	\$1,164,397 63
Cash	20,786 70	55,797 59	44,303 30
Bills receivable.....	40,600 00	40,025 00	86,325 00
Sundry accounts	6,333 07	3,756 79	3,363 13
Worcester and Nashua R. R.	15,252 25	17,835 25	17,835 25
Materials for working the road	57,589 43	54,597 94	71,036 35
Groton Wood lot.....	.....	4,230 62	1,445 87
	\$1,373,159 08	\$1,381,140 82	\$1,388,706 53
Capital stock	\$1,141,000 00	\$1,141,000 00	\$1,141,000 00
Bonds payable	103,700 00	76,000 00	35,500 00
Unclaimed dividends.....	1,833 69	1,383 56	1,871 50
Dividends Jan. 1.....	38,055 00	45,666 00	60,888 00
Reserved income	88,567 49	112,750 66	149,447 03
United States .....	.....	2 90	4,340 60
	\$1,373,159 08	\$1,381,140 82	\$1,388,706 43

From the foregoing statement it appears that the increase in earnings in the past over the previous year, has been \$93,220.71, and the increase in working expenses \$33,374.97, in United States taxes \$8,649.92, and in taxes paid the State of Massachusetts \$5,050.01; making the total increase in expenses and taxes \$47,074.90.

The directors congratulate the stockholders upon being the owners of a railroad that is virtually out of debt, having the means to pay the balance of their bonds, all of which are due on the first day of May next, leaving a balance of cash assets in the Treasury amounting to \$53,567.18, and \$72,482.22 in iron, fuel, &c., for carrying on the business of the company, making the total of assets \$126,049.10. Since the road was opened in December, 1848, there has been paid in dividends to stockholders \$1,007,364.13, and \$296,236.53 of the earnings have been used in payment of debts created on account of construction of road and equipment. Since the construction account was closed by a vote of the stockholders in March, 1856, more than forty thousand dollars has been paid from the earnings, and charged to working expenses, for new engines, cars, &c., making the amount of earnings actually used in payment for road and equipment, more than three hundred and thirty-five thousand dollars.

The net earnings the past year, after payment of State and National taxes, amount to twelve dollars per share, or 16 per cent. on the whole amount of the capital stock, and they average from the opening of the road to the present time more than 7 1-2 per cent. on the whole amount of capital stock.

In June, 1850, the debt of the Co. was \$467,419.97
And is now 35,500.00
In 1851 the int. paid on the debt was. 21,550.23
" 1855 " received was 3,959.91

In consequence of the large increase in the business, it has become necessary to increase the rolling stock of the company, and one new freight engine, two new passenger cars, and 20 eight-wheel freight cars have been ordered, to pay for which a large portion of the reserved cash assets will be required; and should the business continue to increase a further outlay for cars will be necessary.

President.—GEO. S. RICE.

Directors.—Geo. S. Rice, Stephen Salisbury, Alexander DeWitt, Jacob Fisher, Thomas Chase, Asa F. Lawrence, Francis H. Dewey, F. H. Kinnicut and A. H. Bullock.

Treasurer.—T. W. HAMMOND.

Superintendent.—GEORGE W. BENTLEY.

Journal of Railroad Law.

CITY RAILROADS, RIDING ON THE PLATFORM.—PLAINTIFF'S NEGLIGENCE.

The late case of *Meesel vs. The Lynn and Boston Railroad Company*, lately decided in Massachusetts, is an authority for the doctrine that riding upon the outside platform of a horse railroad car is not such conclusive proof of a want of ordinary care as to prevent a recovery for an injury sustained by being thrown therefrom.

The action was brought to recover damages for an injury sustained by being thrown from a car of the defendants.

It appeared upon the trial that the defendants were a corporation authorized to run cars drawn by horses over a street railway from Boston to Lynn. The evidence tended to show that the plaintiff was a passenger, having paid his fare, upon one of the cars, which was constructed in the usual manner, with a door and platform at each end; that the car was full, and he was told by the conductor to go upon the front platform with the driver, which he did; that five or six other persons were upon that platform; that the plaintiff was holding on to some small irons placed

across the windows for their protection; and that in turning a corner from one street to another, the horses were driven at an unsafe rate of speed, and the wheels left the track, and were thrown back upon it with a violent jerk by coming into contact with a side track, and the plaintiff was thrown from the car, and received the injury complained of. There was upon the car an iron rail, running up the side and across the front of the car, for the purpose of assisting passengers in getting in and out. There was no notice forbidding passengers to ride upon the platform, and the defendants were in the constant habit of permitting persons to ride there, for pay, without objection. The defendants requested the court to instruct the jury that upon the evidence the plaintiff was not in the exercise of such care as would entitle him to recover; that if he chose to ride upon the platform, under the circumstances stated, he rode there at his own risk; and that as a matter of law, he was not entitled to recover. The judge declined so to rule, but submitted the case to the jury, upon the whole evidence, under instructions which were not excepted to.

The jury found for the plaintiff and assessed the damages \$3,500. To the above refusal the defendants alleged exceptions.

CHAPMAN, J.—Upon the evidence which is reported, the defendants requested the court to rule, as matter of law, that the plaintiff was not in the exercise of such care as would entitle him to recover. The court refused to make such ruling but submitted the case to the jury; and to this refusal the defendants except.

There are cases in which the plaintiff's evidence is held to be insufficient in law to establish the fact that he exercised ordinary care; and in such cases the court rule upon it as matter of law, without submitting it to the jury.

In *Garrett vs. Manchester and Lawrence R.R. Co.*, 16 Gray, upon a train drawn by a locomotive engine. He went out upon the platform, and attempted to leave the car while the train was in motion. There being no dispute in respect to these facts. The court held that his conduct was careless. In *Todd vs. Old Colony and Fall River Railroad*, 3 Allen 18, and 7 Allen, 207, the plaintiff was riding in a car, which belonged to a train drawn by a locomotive. He sat upon a seat near an open window, with his elbow resting upon its base, but projecting beyond its external surface. As the train was in motion the part of his arm which projected beyond the window was struck by a substance which was outside the car. It was held to be careless to place his arm in such a position. In *Gahagan vs. Boston and Lowell Railroad* 1 Allen, 187, the plaintiff attempted to cross a freight train drawn by a locomotive engine while it was in motion, by passing between two of the cars, and this was held to be a careless act. The same doctrine was decided in *Lucas vs. New Bedford and Taunton Railroad*, 6 Gray 64. In all these cases the principle decided was, that the evidence was insufficient in law to prove that the plaintiff exercised ordinary care.

It is true that these decisions involved the consideration of facts as to which no evidence was offered. But they were well-known facts in respects to the power, speed and management of railroad trains.

The rule of law on this subject is well stated in

1 Greenl. Ev. § 6, as follows: "Courts will generally take notice of whatever ought to be generally known within the limits of their jurisdiction." In the cases above cited, it ought to be known by all persons who have anything to do with railroad trains, that it is hazardous and inconsistent with the exercise of ordinary care to leave the seats provided for passengers, and stand upon the platform or attempt to leave the train while it is in motion, or to sit with an elbow projecting beyond the external surface of a window or to cross a moving train by passing between the cars.

But in respect to the facts stated in this report there is no such general knowledge as enables the court to say that the plaintiff did not use due care. On the contrary it is well known that the highest speed of a horse railroad car is very moderate, and the driver easily controls it, and stops the car by means of his voice, his reins and his brake. In turning around an angle from one street to another, passengers are not required to expect that he will drive at a rapid rate; but on the contrary might reasonably expect a careful driver to slacken his speed. The seats inside the cars are not the only places where the managers of the train expect passengers to remain, but it is notorious that they stop habitually to receive passengers to stand inside till the car is full, and then to stand upon the platform till they are full, and continue to stop and receive them even after there is no place for them to stand except on the steps of the platforms. Neither the officers of these corporations nor the managers of the cars nor the travelling public, seem to regard this practice as hazardous, nor does experience thus far seem to require that it should be restrained, upon the ground of its danger. There is therefore, no basis upon which the court can decide upon the evidence reported, that the plaintiff did not use ordinary care. It was a proper case to be submitted to the jury upon the special circumstances which appeared in evidence, as was done in *Spofford vs. Harlow* 3 Allen, 176.

Exceptions overruled.

Wilmington and Reading Railroad.

The Wilmington and Reading proposes to leave the Reading railroad at Birdsboro, forty-nine miles from Philadelphia, and will reach Wilmington in a distance of fifty to fifty-three miles—fifty miles if the route by Unionville is taken, and fifty-three if the route is down the Brandywine.

The difference in grades will add six cents to the cost of transporting a ton of coal to Wilmington over that of carrying it to Richmond wharves.

When we take into consideration that Wilmington is thirty-seven miles below Richmond, is below the Horse-shoe Bend, and generally below the point of ice blockade, is it unreasonable to expect, in view of a continued increase in the anthracite trade, that Wilmington will become in a few years a shipping port of some importance, both for anthracite and bituminous coals?

It is argued by some that the tendency of trade is to concentrate the coal shipping about large cities, by others that State and city pride will prevent the coals of Pennsylvania from being shipped at any point except Philadelphia.

Why should this be so? Wilmington is emphatically a tributary of Philadelphia, and the growth of Wilmington is the growth of Philadelphia.

By a comparison of distances from Pottsville, by way of the Reading railroad and Philadelphia (the present route of supply), and by way of the Wilmington and Reading railroad, it may be shown that our road must furnish anthracite coal to all consumers on the different roads it will intersect, both eastward and westward, as follows:

On the whole extent of the East Brandywine railroad from Waynesboro to Downingtown, and thence eastward on the Chester Valley railroad to a distance of twelve miles before being met by the supply coming westward from Norristown; on the Pennsylvania Central railroad from a point twenty-nine miles east of Downingtown to twenty-three miles west of Coatesville, or fifty-eight miles. By means of a short branch connecting with West Chester and the Media road we must furnish coal to West Chester, and as far east as to within six miles of Philadelphia, or twenty-three miles.

On the Baltimore Central railroad the range will be from its eastern end westward to within three miles of Port Deposit; in fact making Port Deposit almost as good a shipping point for the coal of Schuylkill county as for that of the Susquehanna region. On the Philadelphia, Wilmington and Baltimore railroad, coal will be carried eastward to Chester, and westward a distance of twenty-eight miles before it can be met by the supply coming from the Susquehanna.—*Wilmington (Del.) Republican.*

Finances of Massachusetts.

From the Report of the Auditor of the State of Massachusetts, it will be seen that the total receipts into the Treasury, for the year ending December 31, 1865, were \$24,876,163 77, of which \$1,534,985 22 was a balance from the previous year, and the disbursements for the same period were \$23,916,790—leaving a balance of \$959,373 67.

The receipts for 1866 are estimated at \$1,400,000, and the disbursements at \$4,400,000—leaving \$3,000,000 to be provided for by taxation or otherwise. In this estimate no provisions has been made for the expenses of the Hoosac Tunnel, and the Troy and Greenfield Railroad; during the last year these expenses were met by a temporary loan of \$800,000.

Of the total receipts, \$7,268,661 96 accrued on account of ordinary revenue; and \$16,072,516 59 on account of trust and other funds, including deposit and temporary loans. Of the total payments, there was disbursed on account of expenses payable from the ordinary revenue, \$6,604,127 91, and on account of various funds, \$17,312,662 09. It should be understood that of the total amount of revenue received, upward of \$1,000,000 is to be refunded to the cities and towns on account of the corporation tax.

The total debt of the State on the 1st of January, 1866, was \$23,047,873, an increase of \$1,582,468 during the year.

The total military expenditure of the State was \$6,244,933 68, of this \$5,863,188 69 was used in the payment of bounties and other expenses. The amount chargeable to the United States is \$3,545,023 48, of which \$1,934,314 has been reimbursed, \$621,435 is awaiting draft, and \$989,273 remains unadjusted. This account, though large, is less than a sixteenth part of the expenditure of Massachusetts, including that incurred by her municipalities in the payment of bounties and other war expenses, that of the latter amounting to full twenty-four millions, and that of the former to thirty millions, making the expenses actually paid on account of the war to have exceeded fifty-four millions.

The amount expended for charitable purposes in 1865, was \$370,957.

All the banks originally organized under the general banking law of this State have now ceased to exist, *de facto*, having become National institutions under the laws of the United States. Their

State circulation has been called in and destroyed with such rapidity that the amount outstanding, Jan. 1, 1866, was only \$142,950, for which the Auditor's Department held first class securities amounting to \$174,500.

The expenses for reformatory and correctional purposes amounted to \$216,092.

Railways of the United Kingdom.

The Board of Trade returns present the following details relative to railways during the last sixteen years. The mileage calculations of the number of passengers and money receipts as here given by the Board of Trade are not strictly accurate, as the number of miles open at the close of the year are used as the divisor, while the traffic figures relate to the whole year:

Year.	Miles.	Length of Lines Paid up (Sh's open at close of each Yr.	Total Capital Paid up (Sh's open at close of each Yr.	Number of Passengers conveyed (including season ticket holders.)	Total of Traffic Receipts.	Total of Working Expenses.	Net Receipts.
1849	6,031	229,747,778	68,841,539	10,685	1,967	9,206,205	11,009,519
1850	6,621	240,270,745	72,854,422	11,033	1,994	10,299,709	11,207,890
1851	6,890	248,240,896	75,831,995	12,309	2,176	10,837,456	12,328,038
1852	7,386	254,166,672	89,136,729	12,150	2,141	11,240,289	12,934,871
1853	7,686	273,824,514	102,296,660	13,318	2,346	11,668,225	12,288,524
1854	8,054	286,068,794	111,206,707	13,807	2,510	11,837,368	14,579,254
1855	8,280	297,684,709	118,656,185	14,822	2,597	12,838,038	15,742,018
1856	8,707	307,696,086	129,347,692	14,865	2,660	13,848,387	16,792,018
1857	9,094	316,157,268	139,008,888	15,395	2,659	14,298,409	17,722,018
1858	9,452	326,375,507	149,138,699	14,587	2,516	14,860,149	18,129,163
1859	10,002	334,362,928	159,807,148	14,980	2,573	15,027,234	18,129,163
1860	10,433	346,180,127	168,488,572	15,669	2,661	15,027,234	17,911,239
1861	10,869	362,327,338	173,778,218	15,988	2,622	15,027,234	17,911,239
1862	11,651	386,218,438	180,468,727	16,612	2,628	15,027,234	17,911,239
1863	12,322	404,216,802	204,699,466	16,612	2,660	15,027,234	17,911,239
1864	12,789	425,483,438	229,348,664	17,933	2,660	15,027,234	17,911,239

NOTE.—The total Capital includes subscriptions by some of the railway companies to other undertakings, and was in excess of the sum paid up by £13,095,985 in 1863.

Southern Pennsylvania Railroad.

The Southern Pennsylvania Railroad, is now, we believe, located and ready for allotment of work to contractors. The road will be built east to the Cumberland Valley Railroad, which latter, we hope, it will absorb by merger, and thereby, whilst carrying the Southern Pennsylvania Railroad east to Harrisburg, will at the same time infuse new ideas, new vitality, new usefulness into the Cumberland Valley Railroad, which, for the interests of the Cumberland Valley, ought to be absorbed by consolidation with the Southern Pennsylvania Railroad, which would then have its eastern terminus on the Susquehanna river and its western terminus at Connellsville or the Ohio river.—*U. S. R. R. & Mining Reg.*

A branch of the Baltimore and Ohio Railroad, from a place near the Point of Rocks to Washington county, Maryland, is about to be constructed. This will open the rich valley of the Cumberland to the Baltimore market, and give increased supplies of wheat and flour. There are now three hundred locomotives and four thousand cars on the Baltimore and Ohio road, and still the amount of freight offering is far in advance of the means of getting it forward. The company is making exertions to meet this enormous demand. The bridges over the Ohio at Parkersburg and Bellair are making rapid progress. The Parkersburg branch is daily improving, so that the oil of West Virginia will find an easy outlet eastward.

The Philadelphia and Erie and the Pennsylvania Railroad Companies have applied for a special injunction to prevent the Catawissa railroad Company from crossing the road of the Philadelphia and Erie Company to connect with Oil Creek Railroad at one terminus thereof, and at the other terminus with any road chartered by the State of New York. The bill also charges that the purpose of the defendants is to construct a road by which the trade of the oil regions is to be deflected from Philadelphia to New York.

The total indebtedness of the State of Delaware is \$110,000, except 170,000 in bonds issued to the Delaware Railroad Company, as security for which there is a mortgage on the road, guaranteed by the Philadelphia, Wilmington and Baltimore Railroad Company. The total amount of tax paid by the Philadelphia, Wilmington and Baltimore Railroad for eleven months, ending with October was \$19,782 60. The Governor recommends that the Legislature grant authority for converting the state banks into national banks.

In the Maryland senate bills have been reported favorably authorizing the County Commissioners of Washington county to subscribe to the capital stock of the Western Maryland Railroad Company, and also authorizing the Mayor and City Council of Baltimore to subscribe to the capital stock of the Western Maryland Railroad Company to an amount not exceeding \$200,000.

The supplement to the Morris and Essex Railroad Company's charter, ratifying the lease of that company to the Atlantic and Great Western Railway Company, was taken up on its third reading, in the New Jersey State Senate, on Thursday, and after being amended so as to provide that no act heretofore performed by the Morris and Essex Company, of an unlawful character, by way of contracts, should be ratified by this act, passed unanimously.

The Indianapolis Journal says that the Louisville, New Albany and Chicago Railroad Company offer at private sale the unfinished line of the branch road, commenced to be constructed by said company from the town of Gosport, in Owen county, toward that city. The right of way has been procured, and about twenty miles of the line between Gosport and Mooresville is in a great part graded and bridged.

Mr. J. H. POTTER has been appointed Superintendent of the Sandusky, Dayton and Cincinnati Railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5	10c		Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50			Aetna (G.).....Col.	50,000	10		
Acton Vale.....L. S.	50,000	5	20c		Keweenaw....." "	20,000			4	East River....." "	6,000	50			Acadia (G.).....N. S.	100,000	3		
Adventure.....L. S.	20,000		13c		Kickapoo....." "	20,000			1	George's Ck & I.Md.	10,000	100		118	Albion (G.)....." "	100,000	3		
Albany and Boston....." "	20,000		25c		King Phillip....." "	20,000				Harewood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		
Algoma.....Ca.	200,000	2 1/2			Knowlton.....Ca.	200,000	1		6	Kahtadin.....Me.	3,000	100			Alps (G.)....." "	100,000	10		
Alliance.....L. S.	20,000		1 1/2		Lafayette....." "	200,000	1		1 1/2	Lake Superior.....L. S.	20,000	25			American....." "	200,000	2		
Alouez.....L. S.	20,000		1		Lake....." "	200,000	1		14c	Massachusetts....." "	25,000	1			Am. & Mex. (S.).....N. M.				
American.....Ca.	200,000	2 1/2			Lawrence.....L. S.	20,000				Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	50,000		25c		Lennoxville.....Ca.	100,000	5		50c	Teal Lake.....L. S.	20,000	10			Arizona (Silver)....." "				
Annapolis.....Md.	50,000	10			Logan....." "	100,000	3			Tyson....." "	20,000	10			Atlantic (G.).....N. S.	100,000	2		
Arizona.....Ariz. T.	10,000	100			Lyster....." "	200,000	2			LEAD AND ZINC:					At. & Pac. (G. & S.).....Nev.	50,000	10		33
Ascot.....Ca.	20,000	20			Madison.....L. S.	20,000			1 1/2	Amenia.....N. Y.	100,000	5			Bay State (G.).....Col.	200,000	2		
Astor.....L. S.	20,000		1		Malden....." "	20,000			45c	Bucks County.....Pa.	50,000	5			Beacon (G.).....N. S.	200,000	2		
Atlas....." "	20,000		1		Mandan....." "	20,000			2 1/2	Canada....." "	50,000	5			Benton (G.).....Col.	100,000	5		45c
Azteco....." "	20,000		1		Manhattan....." "	20,000			2 1/2	Clute....." "					Black Hawk (G.)....." "	50,000	100		
Balt. and N. O.....N. O.	20,000	5			Marquette....." "	20,000			40c	Crystal Lake....." "					Boston (G.)....." "	10,000	50		105
Bare Hill....." "	20,000		120c		Maryland.....Md.	20,000				Erie....." "					Briggs (G.)....." "	10,000	100		
Bay State.....L. S.	20,000		34		Mass.....L. S.	20,000				Gay's River....." "	100,000	2			Bullion (G.)....." "	200,000	25		
Beaver....." "	20,000		1		Massachusetts....." "	20,000			4	Hampton....." "	100,000	5			Burroughs (G.)....." "	100,000	10		
Bedford.....Ca.	125,000	5			Mendota....." "	20,000			4	Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		50c
Black River....." "	200,000	2 1/2			Merrimac....." "	20,000			4	Lancaster....." "				45c	Central (G.).....Col.	50,000	20		17 1/2
Bohemian.....L. S.	20,000		7 1/2		Metcor....." "	20,000			2 1/2	Macomb.....N. Y.	100,000	5			Chaudiere (G.)....." "	100,000	5		90c
Bolton.....Ca.	20,000		5 1/2		Meenard....." "	20,000			5 1/2	Mineral Point....." "	100,000	5		2 1/2	Chibucto.....N. S.	100,000	5		65c
Boston.....L. S.	20,000		5 1/2		Michigan....." "	20,000				National....." "	200,000	1		110	Colonial (G.).....Ca.	100,000	2 1/2		25c
B. and Corinth.....Vt.	20,000		10		Middlesex....." "	20,000				New Jersey.....N. J.	12,000	100			Colorado (G.).....Col.	50,000	10		3 1/2
Brooklyn.....L. S.	100,000	5			Minnesota.....L. S.	20,000			3 1/2	N. Y. & Boston.....N. Y.	100,000	5		2 1/2	Consol. Gregg (G.).....Col.	50,000	100		9 1/2
Brome.....Ca.	100,000	5			Mississippi.....Ca.	150,000	2			Oswegatchie.....Ca.	100,000	5		1	Copalshe (G.)....." "	200,000	20		
Cabot.....L. S.	20,000		1		Montezuma.....N. Mex.	300,000	5			Placencia Bay.....N. F.	20,000	25			Corliss (G.)....." "	100,000	10		6
Caledonia....." "	20,000		1		Morrison.....L. S.	20,000				Ramsay.....Ca.	20,000	25			Corydon (G.)....." "	100,000	25		1
Cambridge....." "	20,000		5		Nashua....." "	20,000			19 1/2	Rosie....." "	100,000	5			Day & Bushnell (G.).....C.	300,000	10		
Canada.....Vt.	100,000	4	90c		National....." "	20,000			50c	Shawangunk.....N. Y.	100,000	5			Denver (G.)....." "	50,000	20	12 1/2	15
Carp Lake.....L. S.	20,000				Native....." "	20,000			3	Sussex.....N. J.	100,000	5			Dorset (G.)....." "	170,000	5		
Cascade....." "	20,000				Naukeag....." "	20,000			1	Union....." "	100,000	5		57c	El Dorado (G.).....Nev.	100,000	5		
Central....." "	20,000		15c		Nelson.....Ca.	200,000	1		10c	Walkill.....N. Y.				25c	Empire (S.)....." "				
Champion.....Ca.	200,000	1 1/2			Nequaket.....L. S.	20,000			1	COAL & ANTHRACITE:					Empress (S.)....." "				
Chatham....." "	200,000	2			Nevada (Silver)....." "	20,000			50c	American.....Pa.	37,500	25		66	Eureka (G.).....Cal.				
Chaudiere....." "	100,000	1			New England....." "	20,000			2	Ashburton....." "	50,000	50		13 1/2	Excelsior (G.).....Col.	30,000	10		12 1/2
Chester....." "	200,000	1			New York.....Ca.	20,000			8c	Atlantic & G. C.....Md.				105c	Frankfort (G.)....." "	100,000	2		
Chetcamp....." "	30,000	5			New York.....L. S.	20,000			10c	Baltimore....." "	100				Garrison (G.).....Col.	100,000	5		
Chippewa.....L. S.	100,000				N. Y. & Passaic.....N. J.	100,000	5		1 1/2	Bear Valley....." "	40,000	12 1/2		14 1/2	Gilbert River (G.).....Ca.	100,000	5		1
Cleveland.....Ca.	100,000	5			North Cliff.....L. S.	20,000			4	Beaver Meadow.....Pa.	10,000	50		9	Gilpin (G.).....Col.	100,000	5		1 1/2
Cliff.....L.	20,000				North Silver Lake....." "	20,000			10c	Belmont....." "	10,000	50		5 1/2	Gold....." "	100,000	5		3 1/2
Clifton....." "	20,000				North State....." "	20,000			3	Big Mountain.....Pa.					Gold Field....." "	50,000	10		
Collin....." "	20,000		10 1/2		North Sutton.....Ca.	100,000	5		32	Blackhall.....N. S.	8,000	25			Gold Hill....." "	50,000	10		
Columbian....." "	20,000		4 1/2		North Western.....L. S.	20,000			7 1/2	Boston & Pictou....." "	100,000	5			Gold River....." "	100,000	3		
Consolidated....." "	20,000		5c		Norwich....." "	20,000				Bridgeport.....Pa.	30,000	10			Gould & Curry (G. & S.).....N.				
Copper Falls....." "	20,000		2 1/2		Ogima....." "	20,000			5 1/2	Broad Mountain....." "	30,000	10			Gunnell (G.).....Col.	300,000	10		1 1/2
Copper Harbor....." "	20,000		1		Ontonagon....." "	20,000			2	Butler....." "				13 1/2	Halifax (G.).....N. S.	200,000	2		50c
Copper Hill....." "	200,000	1			Ottawa.....Ca.	200,000	1		23c	Cape Briton.....N. S.	200,000	2 1/2		3	Harmon (G. & S.).....Nev.				
Copperas Hill....." "	50,000	10			Pacific.....L. S.	20,000				Carbondale.....Pa.					Holman (G.).....Col.	150,000	2		10
Cornwall.....Vt.	100,000	2			Pennsylvania....." "	20,000	25	2 1/2	14 1/2	Central....." "				44	Hope (G.)....." "	80,000	25	10	20
Dacotah.....L. S.	20,000				Petherick....." "	20,000			30 1/2	Clinton....." "	4,000	50		73 1/2	Isaac's Harbor (G.).....N. S.	100,000	5		65c
Dana....." "	20,000		3 1/2		Pewabic....." "	20,000			30 1/2	Coal Brook....." "	10,000	50		45 1/2	Isabella (G.)....." "	100,000	5		
Deep River.....N. C.	20,000		5		Phila. & Boston....." "	20,000			15	Continental....." "	10,000	50			Kennebec (G.).....Ca.	100,000	5		
Delaware.....L. S.	20,000				Phoenix....." "	20,000			5 1/2	Cumberland (pref.).....Md.	50,000	100			Kent (G.).....N. S.	200,000	1		
Derby....." "	20,000				Pittsburg & Boston....." "	20,000			3 1/2	Daniel Webster....." "	5,000	100			Lake (G.)....." "				
Devon....." "	20,000		1		Pontiac....." "	20,000				East Mahanoy.....Pa.					Lake Major.....N. S.	12,000	50		
Dorchester....." "	20,000		6		Prince of Wales.....Ca.	200,000				Everhart....." "	20,000	25		20 1/2	Libertad (G. & S.).....Mex.				
Douglas....." "	20,000				Providence.....L. S.	20,000			10	Franklin.....Pa.	5,000	100		7 1/2	Manhattan (G.).....Col.	100,000	10		
Dover.....Ca.	200,000		1 1/2		Quincy....." "	20,000			1	Fulton....." "	60,000	5		42	Mariposa (G.).....Cal.	100,000	100		13
Dudley.....L. S.	20,000		75c		Reid Hill.....Ca.	200,000	1		7 1/2	Gilbertson....." "	5,000	100		105	Massachusetts (G.).....Ca.	500,000	5		50
Dunham.....Ca.	200,000	2			Relliance.....L. S.	20,000				George's Creek.....Pa.	10,000			60	Mex. Pac. (G. & S.).....Mex.	100,000	100		
Durham....." "	200,000	5			Richford....." "	60,000	5		3 1/2	Grand Tunnel....." "	4,000	100			Montague (G.).....N. S.	50,000	5		
Eagle River.....L. S.	20,000		2 1/2		Ridge.....L. S.	20,000				Green Mountain.....Pa.				4	Montana (G.).....Col.	100,000	10		1 1/2

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single trk.	Length. In progress or projected	Equip- ment.				Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	
			Cars.							Bonded Debt.	Floating Debt.	Gross.	Nett.				
			Horses.	2 horse.	1 horse.	No											N
m.	n.	m.	n.	No	N												
MASSACHUSETTS.																	
30 Nov. '64	3.36						Boston and Chelsea	110,000	110,000			8,800	7,409	64		41	
30 Nov. '64	4.52		179	28			Broadway, Boston	256,257	250,000		26,432	129,615	15,895	8		48	
30 Nov. '64	27.43						Cambridge	734,671	737,800	150,000	94	(Union Co.)		8		92	
30 Nov. '64		7.5					Dedham and West Roxbury		41,000								
30 Nov. '64	1.41						Dorchester and Roxbury	18,742	12,000		6,660	(Metro poll'n)	6		46		
30 Nov. '64	2.80		26	6			Lowell (Horse)	43,894	40,129		3,590	11,062	766				
30 Nov. '64	11.75		200	31			Lynn and Boston	254,611	200,000	50,000	18,165	129,927	12,197	8			
30 Nov. '64	3.41						Malden and Melrose	60,246	200,000	73,100	66,222	20,807				25	
30 Nov. '64	2.97						Medford and Charlestown	35,000	23,000	11,000		(Middlesex)	6	50	22		
30 Nov. '64	31.85		841	140			Metropolitan (Boston)	1,420,141	1,176,076		218,487	580,043	49,981	6	50	40	
30 Nov. '64	6.84		263	41			Middlesex (Boston)	488,945	400,000	31,000	104,617	170,235		3		40	
30 Nov. '64	5.09		75	9			Quincy	135,243	71,600	55,533	31,533	28,510	1,369			44	
30 Nov. '64	6.75		66	16			Salem & South Duxers	173,980	150,000		25,800	37,017					
30 Nov. '64	2.68						Somerville	50,000	50,000			(Middlesex)	5		21		
30 Nov. '64	2.50		10	2			Medford street (Boston)	35,300	32,900			7,464					
30 Nov. '64		6.74					Suburban	95,500	5,000			(Middlesex)					
30 Nov. '64	6.00		70				Suffolk (Boston)	(Sold to Metro. Aug. 1, '64.)	160,000	20,000	144,316	278,428	1,261			80	
30 Nov. '64			411	63			Union (Transportation)	241,441	160,000							47	
30 Nov. '64	1.53						West Cambridge	13,600	13,600			(Lea sed)	c				
30 Nov. '64	2.25						Winnisimmet	62,154	60,000		939	21,389					
30 Nov. '64	11.80		59	8			Worcester	86,657	75,800		53,668	25,453					
CONNECTICUT.																	
31 Jan. '64	3.0	3.0	45	7			Fairhaven and Westville	100,000	100,000					8			
31 Dec. '62	8.5		11	3			Hartford and Wethersfield	300,000	300,000								
NEW YORK.																	
30 Sep. '64	10.78					32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	11
30 Sep. '64	14.33						78	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	130,000	75,000	95,551	18,965	100	6	
30 Sep. '64	7.00	2.80				10	2	Brooklyn, Bath & Coney Isld	120,388	99,850	76,000	44,000	15,331	2,942			
30 Sep. '64	24.00					48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	56,291	173,877	3,666	9	100	13
30 Sep. '64	56.18	1.90				140	29	Brooklyn City	3,390,717	1,000,000	170,000	15,000	694,333	77,142	84		
30 Sep. '64	11.75	4.00					28	Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162			
30 Sep. '64	0.09	9.41						Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637					
30 Sep. '64		18.00						Brooklyn City & Rockaway		12,000		700					
30 Sep. '64		25.00						Brooklyn, E. N. Y. & R'kwy	90,000	60,000	25,000	15,000					
30 Sep. '64		23.00						Buffalo Street									
30 Sep. '64								Canarsie, B'klyn & Win'f'd	33,500	15,000	18,500						
30 Sep. '64								Central City (Syracuse)									
30 Sep. '64	19.00	3.00				99	12	Centrl Pk.N.&E.Riv.(N.Y.)	1,330,302	771,350	550,000		327,713	30,493		100	
30 Sep. '64	17.25					32		Coney Island and Brooklyn	608,889	500,000	113,000		100,438	9,148			
30 Sep. '64		6.00						East & North River (N. Y.)	650	650					12	100	
30 Sep. '64	18.50	1.00				101		Fourth Avenue (N. Y.)	1,166,162	1,000,000	48,000	5,000	452,701	4,208	12		
30 Sep. '64	12.00	1.00				50		42d st. & Grand st. Ferry	951,570	660,000	261,800	33,282	178,056	22,293			
30 Sep. '64								Fourteenth Street (N. Y.)							8		
30 Sep. '64	4.52							Grand St. & Newtown (W'g)									
30 Sep. '64	10.00					17	2	Harlem Br. Morris' & Ford'm	159,749	72,000	88,000		34,660	897			
30 Sep. '64								Main & Ohio St. (Buffalo)									
30 Sep. '64								Niagara Street (Buffalo)									
30 Sep. '64	11.00	7.00				34		Ninth Avenue (N. Y.)									
30 Sep. '64								N.Riv.&Wall st.Ferry(N.Y.)	451,154	795,360	67,000		60,108	loss.		100	
30 Sep. '64		11.00						Port Morris & Westchester	1,200								
30 Sep. '64	7.50	3.40				20		Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739				
30 Sep. '64	16.00					40	25	Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134		100	6
30 Sep. '64	8.37							Sixth Avenue (N. Y.)	1,222,621	750,000			424,806	14,763	5	100	13
30 Sep. '64								Tenth Av & 32d st. (N. Y.)									
30 Sep. '64	17.50					137	3	Third Avenue (N. Y.)	1,968,364	1,170,000	1,180,000	35,000	844,701	171,587	12	100	24
30 Sep. '64								Troy and Cohoes	50,000				leased.				
30 Sep. '64	6.50	9.00				18		Utica City	198,945	124,500	65,500	7,000	18,295	loss.			
30 Sep. '64	1.50					3		V.Bruntst.& Erie Bas. (Buff)	62,000	50,000	12,000		10,856	2,380			
30 Sep. '64		12.00						Williamsburg & Cony Isld	15,000	15,000							
NEW JERSEY.																	
Dec. '62	5.32					7		Hoboken and Hudson City	32,000	30,000		2,000					
Dec. '62	6.05	2.50				8		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47							Jersey City & Bergen Point									
31 Dec. '62	17.00		150	22				Orange and Newark	411,000	211,000	200,300		71,050	19,183		60	
31 Dec. '62	6.80					8		West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA																	
31 Oct. '64	7.89		142	24	1			Chestnut & Walnut (Phila.)	235,421	100,000	135,000		128,761	50,439	40	10	5
31 Oct. '64	8.13		135	17	0			7 Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,881	20,036	8		
31 Oct. '64	4.12		12	2				Delaware County	30,729	23,780	6,500	333	6,876	1,473			
31 Oct. '64	4.38		119	20	0			Fairmount & Arch st. (Phil.)	194,618	200,000		27,895	77,533	5,901	7	40	2
31 Oct. '64	16.74		287	40	0			Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	
30 Nov. '64	24.23		253	39	0			Germantown	377,824	112,245	250,000		176,540	41,534			
31 Oct. '64	8.40		120	25	0			Girard College (Phila.)	81,612	160,000			102,861	24,708	124	20	7
31 Oct. '64	8.73		236	33	0			Green & Coates st. (Phila.)	282,964	150,000	98,000		166,776	51,494	20	3	3
31 Oct. '64	11.00					16	2	Heston, Mantus & Fairmnt	100,000	60,000	40,000		59,473	3,929		30	3
31 Oct. '64			108	18	2			Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320		71	1
31 Oct. '64	11.17							North Philadelphia									
31 Oct. '64	12.00		60	12				Oakland (Pittsburg & E. L.)	29,500	29,500			37,905	1,491			
31 Oct. '64	10.57	0.52	60	10	3			Philadelphia and Darby	86,447	100,000	17,000		32,449	6,297	2		
31 Oct. '64	7.04		115	18				Pittsb., Alleghany & Manehr	69,921	75,000	35,000	4,964	67,900	6,096			
31 Oct. '64	4.51		71	12	0			Pittsburg and Birmingham	65,355	48,000	22,600	5,385	58,006	15,984	4		
31 Oct. '64	6.16		129	23	0			Race and Vine (Fairmount)	305,000	180,000	125,000		95,336	1,418		1	
31 Oct. '64	8.29							Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						
31 Oct. '64	7.78		58	10				Ridge Avenue & Manyunk	179,635	100,000	65,108		39,334	8,113			
31 Oct. '64	10.46		423	65	5			Second & Third st. (Phila.)	478,202	203,757	172,000		355,774	93,663	274	20	7
31 Oct. '64	6.62		75	16	0			17th & 19th st. (Phila.)	114,368	120,000			41,289	9,418	5	1	1
31 Oct. '64	8.38		115	17	4			Spruce & Pine (Phil.&Gra'F.)	175,610	159,312	15,500		79,670	21,297	6	3	3
31 Oct. '64	7.65	1.51	201	35	3			13th & 11th st. (Citizens.)	176,049	192,750			162,367	51,179	20	30	5
31 Oct. '64	6.25		125	17	0			13th & 15th st. (Phila.)	102,000	100,000		2,000	116,912	24,881	25	3	3
31 Oct. '64	9.31		316	53	0			West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233			6
MARYLAND.																	
31 Dec. '62	21.00		340	50				Baltimore City	700,000	670,000		31,549	239,059	21,058			1
OHIO.																	
31 Dec. '62	5.00							Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00							City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81							Passenger (Cinc.)	69,837	50,000							
31 Dec. '62	3.63							Pendleton & S. st. Mar't (Cin.)	70,000	50,000							

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.
		Rate.	Pay- able.		
Broadway [Brooklyn]: Real Estate Mortgage	\$ 27,500	pc	Months 7 J. & J.	Year. Var.	p. c.
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	---
Brooklyn, Bath & Coney Is'd 1st Mortgage	76,000	7	J. & J.	1883	---
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	---
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	---
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	---
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	---
Cambridge: 1st Mortgage	160,000	6	J. & J.	1881	59
Central Park, East & North River: 1st Mortgage	560,000	7	J. & J.	1874	---
Citizens' [Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	---
Cliffondale: 1st Mortgage	25,000	6	J. & J.	1871	---
Coney Island and Brooklyn: 1st Mortgage	113,000	7	J. & J.	1873	---
Delaware County: 1st Mortgage	6,500	7	---	---	---
Dorchester: Real Estate Mortgage	5,000	6	---	---	---
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	---
Real Estate	134,500	7	J. & J.	---	---
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	---
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	96
Harlem Br. Morris & Ford'm 1st Mortgage	88,000	7	J. & J.	---	---
Hestonville, Mantua & Fair- mount: 1st Mortgage	40,000	7	J. & J.	1869	---
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	---
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose: 1st Mortgage guaranteed	73,100	6	---	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	11,000	6	---	---	---
Middlesex: 1st Mortgage	31,000	---	---	---	---
Malden & Melrose bonds	51,762	---	---	---	---
Real Estate	4,000	---	---	---	---
Ninth Avenue: 1st Mortgage	67,000	7	---	---	---
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	---
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	---
" " O. & Newark	100,000	7	J. & J.	1880	---
2d Mortgage " "	100,000	7	J. & J.	1883	---
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	---
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	---
Pittsburg, Allegheny and Manchester: 1st Mortgage	35,000	7	J. & J.	1871	---
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	---
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	---
Quincy: Plain bonds	50,000	---	M. & S.	1868	---
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	---
Rochester City & Brighton 1st Mortgage	91,000	7	J. & J.	---	---
Second Avenue: 1st Mortgage	550,000	7	J. & D.	1867	---
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage	50,800	7	J. & J.	1869	100
Sixth Avenue: 1st Mortgage	15,000	7	J. & J.	1875	---
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	---
Real Estate bonds	180,000	---	---	---	---
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	---
Utica City: 1st Mortgage	65,500	7	---	---	---
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	---
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	---

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Dec. 31, 1885	Interest.	Periods.	WHEN DUE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.						Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-78	107 1/2
Loan of Jan. 28, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	123	— " " " " " " " " " "	600,000	5	" " " " " " " " " "	77-78	96 1/2
Loan of March 31, 1848.....registered	8,908,342	6	" " " " " " " " " "	1868	120	— " " " " " " " " " "	500,000	5	May & Nov.	1893	92 1/2
— " " " " " " " " " "		6	" " " " " " " " " "	1868	125	— " " " " " " " " " "	1,000,000	5	" " " " " " " " " "	1883	98
Texas Indemnity, of Sep. 9, 1850.....coupon	720,000	5	" " " " " " " " " "	1865		— " " " " " " " " " "	168,000	5	" " " " " " " " " "	1880	
Loan of June 14, 1858.....registered	20,000,000	5	" " " " " " " " " "	1874	95 1/2	Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92
— " " " " " " " " " "		5	" " " " " " " " " "	1874	95	— " " " " " " " " " "	100,000	6	" " " " " " " " " "	1879	
Loan of June 22, 1860.....registered	7,022,000	5	" " " " " " " " " "	1871	97	— " " " " " " " " " "	567,000	7	" " " " " " " " " "	1886	100
— " " " " " " " " " "		5	" " " " " " " " " "	1871	96 1/2	— " " " " " " " " " "	2,000,000	6	" " " " " " " " " "	68-83	
Oregon War Debt of March, 1861.....coupon	1,016,000	6	" " " " " " " " " "	1881	101 1/2	Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	102
— " " " " " " " " " "		6	" " " " " " " " " "	1881	102	— " " " " " " " " " "	100,000	7	" " " " " " " " " "	1871	
Loan of Feb. 8, 1861.....registered	18,415,000	6	Yearly.	1881	102 1/2	— " " " " " " " " " "	2,275,000	6	" " " " " " " " " "	1883	
— " " " " " " " " " "		6	Jan. & July.	1881	103	Mississippi—State bonds (banks).....coupon	2,000,000	5 1/2	Jan. & July.	1863	71
Loan of July 17, & Aug. 5, 1861.....registered	284,230,800	6	" " " " " " " " " "	1881	103 1/2	Missouri—Bank Stock Loan of 1857.....	63,000	6	" " " " " " " " " "	1863	
— " " " " " " " " " "		6	" " " " " " " " " "	1881	102	— " " " " " " " " " "	192,000	6	" " " " " " " " " "	1863	
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	May & Nov.	1882	103 1/2	— " " " " " " " " " "	100,000	6	April & Oct.	1863	
— " " " " " " " " " "		6	" " " " " " " " " "	1882	102	— " " " " " " " " " "	40,000	6	Jan. & July.	1863	
Loan of March 3, 1865 (5-20s).....coupon	50,590,300	6	May & Nov.	1885	103 1/2	— " " " " " " " " " "	200,000	6	" " " " " " " " " "	1863	
Bonds, Central Pacific R. R. Co.....	2,302,000	6	Jan. & July.	1886		— " " " " " " " " " "	7,000,000	6	" " " " " " " " " "	72-88	75
Bonds, Union Pacific R. R. Co. (E. D.).....	640,000	6	Jan. & July.	1886		— " " " " " " " " " "	4,500,000	6	" " " " " " " " " "	72-89	
Loan of March 3, 1864 (10-40s).....registered	172,770,100	5	Mar. & Sept.	1904	93 1/2	— " " " " " " " " " "	3,000,000	6	" " " " " " " " " "	73-87	77
— " " " " " " " " " "		5	" " " " " " " " " "	1904	92	— " " " " " " " " " "	4,350,000	6	" " " " " " " " " "	73-87	
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	May & Nov.	1884	102	— " " " " " " " " " "	3,501,000	6	" " " " " " " " " "	73-89	
— " " " " " " " " " "		6	" " " " " " " " " "	1884	102	— " " " " " " " " " "	650,000	6	" " " " " " " " " "	77-89	
Treasury Notes of July 17, 1861.....coupon	240,500	7 1/2	April & Oct.	1864	99 1/2	— " " " " " " " " " "	700,000	6	" " " " " " " " " "	1889	
— " " " " " " " " " "		7 1/2	Feb. & Aug.	1867	99	— " " " " " " " " " "	431,000	9	June & Dec.	64-66	
— " " " " " " " " " "		7 1/2	June & Dec.	1868	99	— " " " " " " " " " "	780,000	6	" " " " " " " " " "	1876	93
United States Notes (greenbacks).....	426,231,390	6	At maturity.	1867	98 1/2	New Hampshire—State bonds.....coupon	635,100	6	Feb. & Aug.	1876	
Fractional currency.....	20,000,000	5	At maturity.	1867		— " " " " " " " " " "	200,000	6	" " " " " " " " " "	1876	
STATE LOANS.						New Jersey—State stock.....registered	95,000	6	Jan. & July.	1871	
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877		— " " " " " " " " " "	531,820	6	" " " " " " " " " "	1871	
Arkansas—State bonds (R. E. Bk).....coupon	800,000	6	No invest.	1868		— " " " " " " " " " "	200,000	6	" " " " " " " " " "	1871	
— " " " " " " " " " "		6	paid for	1868		New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	1871	
— " " " " " " " " " "		6	many yrs	1868		— " " " " " " " " " "	348,107	5	" " " " " " " " " "	1871	
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	118	— " " " " " " " " " "	900,000	5	" " " " " " " " " "	1875	
— " " " " " " " " " "		7	" " " " " " " " " "	1880		— " " " " " " " " " "	442,961	5	May & Nov.	1868	100
— " " " " " " " " " "		7	" " " " " " " " " "	1872		— " " " " " " " " " "	1,189,781	6	Jan. & July.	1875	
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	71-82	90	— " " " " " " " " " "	1,300,000	6	" " " " " " " " " "	68-78	100
— " " " " " " " " " "		6	" " " " " " " " " "	1883	92 1/2	— " " " " " " " " " "	700,000	7	" " " " " " " " " "	1870	
Florida—State bonds.....coupon	143,000	7	" " " " " " " " " "	1872		— " " " " " " " " " "	28,698	5	" " " " " " " " " "	67-77	
Georgia—State bonds.....coupon	72,000	6	Jan. & July.	1872		— " " " " " " " " " "	11,050	6	" " " " " " " " " "	67-77	
— " " " " " " " " " "		6	" " " " " " " " " "	68-80	90	— " " " " " " " " " "	14,230	6	" " " " " " " " " "	67-77	
— " " " " " " " " " "		7	" " " " " " " " " "	62-72		— " " " " " " " " " "	421,000	6	Jan. & July.	1876	
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	98	— " " " " " " " " " "	287,700	4 1/2	J. A., J., & O.	1864	
— " " " " " " " " " "		6	" " " " " " " " " "	1877	98	— " " " " " " " " " "	68,000	5	Feb. & Aug.	1876	
— " " " " " " " " " "		6	" " " " " " " " " "	1880	86	— " " " " " " " " " "	28,000	5 1/2	J. A., J., & O.	1865	
— " " " " " " " " " "		6	" " " " " " " " " "	68-80	96	— " " " " " " " " " "	320,000	5 1/2	Jan. & July.	1867	
— " " " " " " " " " "		6	" " " " " " " " " "	1879	96	— " " " " " " " " " "	100,000	5	" " " " " " " " " "	63-74	
— " " " " " " " " " "		6	" " " " " " " " " "	1870		— " " " " " " " " " "	6,922,274	5	" " " " " " " " " "	64-76	
— " " " " " " " " " "		6	" " " " " " " " " "	1870	67	— " " " " " " " " " "	15,889,025	7	" " " " " " " " " "	1864	
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	80	North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	82 1/2
— " " " " " " " " " "		2 1/2	" " " " " " " " " "	1886	80	Ohio—State bonds (foreign debt).....coupon	1,268,279	5	Jan. & July.	1880	
— " " " " " " " " " "		6	" " " " " " " " " "	1881	92	— " " " " " " " " " "	1,016,000	5	" " " " " " " " " "	1865	
— " " " " " " " " " "		6	May & Nov.	1881	92	— " " " " " " " " " "	379,866	6	" " " " " " " " " "	1870	93
— " " " " " " " " " "		5	Jan. & July.	1884	84	— " " " " " " " " " "	2,183,532	6	" " " " " " " " " "	1875	95
— " " " " " " " " " "		5	" " " " " " " " " "	1886		— " " " " " " " " " "	1,600,000	6	" " " " " " " " " "	1881	94
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868		— " " " " " " " " " "	4,096,309	6	" " " " " " " " " "	1886	
— " " " " " " " " " "		7	" " " " " " " " " "	61-82		— " " " " " " " " " "	2,400,000	6	" " " " " " " " " "	1863	95
— " " " " " " " " " "		10	Annually.	d'm'd.		— " " " " " " " " " "	125,680	6	" " " " " " " " " "	1866	
Kansas—State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876		— " " " " " " " " " "	279,318	6	Yearly.		
— " " " " " " " " " "		7	" " " " " " " " " "	1878		— " " " " " " " " " "	2,920,403	6	" " " " " " " " " "		
— " " " " " " " " " "		6	May & Nov.	1883		Oregon—State scrip.....	55,372	4 1/2	April & Oct.	due.	
— " " " " " " " " " "		5	July.	1883		Pennsylvania—State Stock Loans.....	131,200	5	Jan. & July.	due.	86
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	66-75		— " " " " " " " " " "	10,780,096	5	Feb. & Aug.	due.	
— " " " " " " " " " "		5	" " " " " " " " " "	61-91		— " " " " " " " " " "	3,886,070	5	Mar. & Sept.	due.	
— " " " " " " " " " "		5	" " " " " " " " " "	63-96		— " " " " " " " " " "	3,690,614	5	June & Dec.	due.	
— " " " " " " " " " "		5	" " " " " " " " " "	1891		— " " " " " " " " " "	3,241,898	5	Feb. & Aug.	due.	
— " " " " " " " " " "		5	" " " " " " " " " "	61-90	95	— " " " " " " " " " "	210,283	4 1/2	Jan. & July.	1882	
— " " " " " " " " " "		5	" " " " " " " " " "	1871		— " " " " " " " " " "	200,000	6	" " " " " " " " " "	1864	
— " " " " " " " " " "		5	" " " " " " " " " "	67-99	81 1/2	— " " " " " " " " " "	1,177,890	5	Feb. & Aug.	1864	
Louisiana—State bonds (R. R. etc.).....coupon	516,130	6	" " " " " " " " " "	d'm'd.		— " " " " " " " " " "	676,029	5	June & Dec.	1864	
— " " " " " " " " " "		6	" " " " " " " " " "	67-99		— " " " " " " " " " "	1,046,629	5	Jan. & July.	1865	
— " " " " " " " " " "		6	" " " " " " " " " "	1886		— " " " " " " " " " "	1,568,673	5	" " " " " " " " " "	1868	
— " " " " " " " " " "		6	" " " " " " " " " "	1886		— " " " " " " " " " "	2,277,755	5	" " " " " " " " " "	1870	85
— " " " " " " " " " "		6	" " " " " " " " " "	1886		— " " " " " " " " " "	1,766,214	5	Feb. & Aug.	1877	85
Maine—State bonds.....coupon	670,000	6	Mar. & Sept.	63-77	95 1/2	— " " " " " " " " " "	4,860,000	5	" " " " " " " " " "	1878	
— " " " " " " " " " "		6	Jan. & July.	61-83	96	— " " " " " " " " " "	428,000	6	April & Oct.	1879	
Maryland—State bonds (st'g conv.).....coupon	1,000,000	5	" " " " " " " " " "	1885		— " " " " " " " " " "	400,000	5	Jan. & July.	1882	94
— " " " " " " " " " "		5	" " " " " " " " " "	1885		— " " " " " " " " " "	650,000	5	" " " " " " " " " "	1882	
— " " " " " " " " " "		5	" " " " " " " " " "	68-90		— " " " " " " " " " "	380,937	5	" " " " " " " " " "	1877	
— " " " " " " " " " "		5	" " " " " " " " " "	68-90		— " " " " " " " " " "	97,360	6	Feb. & Aug.	1871	100
— " " " " " " " " " "		5	" " " " " " " " " "	1880		— " " " " " " " " " "	3,000,000	6	Mar. & Sept.	1882	92
— " " " " " " " " " "		4 1/2	Chiefly quarterly.	1883		Rhode Island—State bonds (war loan).....coupon	2,000,000	5	" " " " " " " " " "	1868	
— " " " " " " " " " "		5	" " " " " " " " " "	62-68		South Carolina—State bonds (st'g).....coupon	484,444	6	" " " " " " " " " "	68-90	
— " " " " " " " " " "		5	" " " " " " " " " "	1880		— " " " " " " " " " "	1,708,017	6	" " " " " " " " " "	1877	
— " " " " " " " " " "		5	" " " " " " " " " "	68-90		— " " " " " " " " " "	1,310,000	6	" " " " " " " " " "	1882	81
— " " " " " " " " " "		6	" " " " " " " " " "	1870	100 1/2	Tennessee—State bonds (banks).....coupon	1,125,000	6	" " " " " " " " " "	1877	
— " " " " " " " " " "		6	" " " " " " " " " "	1885		— " " " " " " " " " "	2,063,606	6	" " " " " " " " " "	1882	81
— " " " " " " " " " "		6	" " " " " " " " " "	68-90	102	— " " " " " " " " " "	12,799,000	6	" " " " " " " " " "	1890	87
Massachusetts—State b'ds (Western R.R.).....stg.	3,995,555	6	April & Oct.	68-71		— " " " " " " " " " "	608,000	5	" " " " " " " " " "	1890	87
— " " " " " " " " " "		6	" " " " " " " " " "	68-90		— " " " " " " " " " "	48,000	6	" " " " " " " " " "	1890	89 1/2
— " " " " " " " " " "		6	" " " " " " " " " "	68-90		— " " " " " " " " " "	175,000	6	" " " " " " " " " "	63-64	
— " " " " " " " " " "		6	" " " " " " " " " "	68-90		— " " " " " " " " " "	58,000	6	" " " " " " " " " "	62-63	
— " " " " " " " " " "		6	" " " " " " " " " "	68-90		— " " " " " " " " " "	751,000	6	Jan. & July.	1870	98
— " " " " " " " " " "		6	" " " " " " " " " "	1893		— " " " " " " " " " "	404,000	6	" " " " " " " " " "	1870	
— " " " " " " " " " "		6	" " " " " " " " " "	68-71		Virginia—Inscribed certificates (civil).....	18,264,642	6	Jan. & July.	63-93	72
— " " " " " " " " " "		6	" " " " " " " " " "	1870		— " " " " " " " " " "	12,024,500	5	" " " " " " " " " "	1892	
— " " " " " " " " " "		6	" " " " " " " " " "	1870		— " " " " " " " " " "	1,868,000	5	" " " " " " " " " "	1892	
— " " " " " " " " " "		6	" " " " " " " " " "	68-77		West Virginia—No information.....			" " " " " " " " " "		
— " " " " " " " " " "		6	" " " " " " " " " "	68-77		Wisconsin—State bonds (civil).....coupon					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1894.....	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1895.....	354,755	383,147	449,816	406,680	460,422	521,174	596,523	739,527	677,625	719,911	731,270	599,762	6,939,611
Chicago and Alton:													
1890.....	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1891.....	81,581	75,621	78,361	65,353	75,250	63,761	78,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1892.....	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1893.....	109,860	101,356	104,372	122,084	132,301	146,542	149,137	167,948	170,044	170,910	156,969	163,294	1,673,706
1894.....	100,991	154,418	196,808	162,723	178,786	206,000	224,257	312,165	354,554	320,879	307,803	262,016	2,770,484
1895.....	261,908	262,583	288,159	263,149	312,316	243,985	315,944	391,574	399,502	355,076	291,804	224,022	3,703,116
Chicago and Rock Island:													
1890.....	72,534	66,703	77,408	89,170	104,272	100,403	82,895	189,049	134,500	145,839	92,873	75,457	1,181,008
1891.....	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,094	152,537	123,319	118,763	1,261,080
1892.....	120,776	90,607	75,676	76,459	102,333	138,374	119,947	117,066	146,268	161,508	138,795	135,595	1,423,439
1893.....	140,024	130,225	122,612	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1894.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,885	336,617	321,037	3,095,470
1895.....	305,554	248,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
Chicago and Northwestern:													
1893.....						368,100	281,334	296,169	473,186	551,122	435,945	407,683	2,811,544
1894.....	273,876	317,339	300,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	603,400	5,114,566
1895.....	541,905	482,164	499,296	468,353	585,823	747,942	702,681	767,508	946,707	921,886	749,191	546,669	7,968,980
Cleveland and Toledo:													
1890.....	59,853	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1891.....	73,170	67,210	86,280	76,082	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	899,499
1892.....	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1893.....	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,544
1894.....	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,885	135,920	1,579,509
1895.....	154,058	176,105	203,329	158,077	128,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1890.....	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,068	414,764	4,661,049
1891.....	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,385,424
1892.....	404,507	391,932	468,500	547,174	506,610	430,063	372,705	419,010	515,943	719,354	734,108	714,211	6,214,132
1893.....	699,097	601,595	638,000	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1894.....	845,695	839,949	956,445	948,059	848,783	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,451
1895.....	954,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	12,429,643
1896.....	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,523	1,152,803	1,364,128	1,345,456	1,406,387	1,451,217	1,503,993	15,296,915
Hudson River:													
1890.....	192,161	190,589	175,773	121,123	141,209	115,444	125,395	155,164	156,973	170,167	157,443	232,033	1,663,434
1891.....	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,076,322
1892.....	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,238	2,023,537
1893.....	307,330	281,568	303,963	292,348	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,976
1894.....	453,953	425,047	386,802	270,676	244,771	202,392	190,384	219,561	288,100	302,174	298,750	484,560	3,726,140
1895.....	501,231	472,240	356,626	278,540	281,769	258,049	273,728	306,595	361,600	340,900	340,738	507,552	4,374,566
1896.....	526,936	418,711	424,870	311,540	351,759	310,049							
Illinois Central:													
1890.....	185,257	185,926	209,994	183,753	219,890	188,000	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1891.....	321,844	270,293	229,334	199,488	177,829	169,833	268,983	289,822	284,020	243,249	243,401	224,401	2,896,612
1892.....	190,130	236,637	181,034	191,648	206,248	269,282	261,079	352,786	414,543	410,358	375,593	359,463	3,445,827
1893.....	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	467,679	424,531	4,571,028
1894.....	327,900	416,558	459,762	422,797	404,372	510,100	423,578	640,179	799,235	661,391	657,141	605,492	6,329,447
1895.....	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,543	706,740	621,849	624,968		
Marietta and Cincinnati:													
1892.....	83,904	26,252	25,891	33,679	32,663	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,219
1893.....	83,203	83,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,069	76,764	85,863	710,225
1894.....	77,010	74,409	92,901	72,389	83,969	78,697	91,809	90,972	93,073	95,546	96,908	95,453	1,068,186
1895.....	98,112	86,620	93,503	82,158	79,342	119,186	108,662	112,156	130,051	117,604	114,512	104,487	1,222,011
Milwaukee and Prairie du Chien:													
1890.....	37,520	32,301	39,561	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,896	709,841
1891.....	54,246	44,027	45,037	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1892.....	83,903	62,907	47,010	61,769	130,213	144,915	108,721	76,163	109,661	154,369	122,272	61,535	1,163,734
1893.....	67,180	76,132	44,925	89,177	106,967	111,260	71,587	69,353	145,417	205,085	138,342	112,913	1,247,265
1894.....	102,749	116,135	88,221	140,418	186,747	212,209	159,547	113,399	168,218	176,526	149,099	117,013	1,711,281
1895.....	13,133	74,283	70,740	106,659	146,943	224,838	217,159	170,554	228,020	310,595	226,340		
Michigan Southern & Northern Indiana:													
1890.....	104,345	106,828	143,626	145,258	188,084	122,796	101,710	151,170	178,870	218,465	196,495	152,172	1,754,819
1891.....	131,467	119,533	166,454	175,481	154,688	127,273	196,821	233,851	273,722	293,492	243,972	203,492	2,068,596
1892.....	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,660	276,181	231,266	189,077	2,189,077
1893.....	163,162	163,723	167,500	195,120	200,826	181,983	180,915	226,819	276,109	325,813	306,294	279,539	2,647,333
1894.....	248,784	230,508	567,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,045	3,302,541
1895.....	266,600	304,445	338,454	330,651	297,126	315,258	278,891	368,962	402,219	407,107	445,964	411,806	4,120,153
1896.....	363,096	366,361	413,322	368,245	353,194	402,122	309,083	424,206	484,173	521,636	495,421	356,912	4,559,671
Michigan Central:													
1890.....	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1891.....	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	342,089	200,134	212,314	2,124,314
1892.....	230,159	169,658	151,902	175,696	186,039	174,002	172,189	216,624	296,966	322,369	307,474	258,634	2,660,702
1893.....	242,073	245,858	236,432	236,453	206,221	193,328	215,449	308,168	376,488	339,794	306,186	316,005	3,168,005
1894.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	375,470	3,970,946
1895.....	306,324	279,137	344,228	337,241	401,456	365,063	329,105	413,501	490,661	490,694	447,670	328,869	4,504,549
New York Central:													
1890.....	380,349	370,544	509,211	478,563	409								

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,706	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	97
Albany and Susquehanna:							Income bonds	53,500	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,000,000	7	"	"	1885	84
Atlantic and Gt. Western (N.Y.):							Funded Coupon Bonds	766,000	7	May & Nov.	"	1883	88
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	80
2d Mortgage	593,500	7	"	"	1882	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
Atlantic and Gt. Western (Pa.):							Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81	Green Bay Extension Bonds	300,000	7	"	"	1885	79
2d Mortgage	955,000	7	"	"	1882	77	Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Eastern Coal Fields Branch	400,000	7	"	"	1882		Cincinnati, Hamilton and Dayton:						
Atlantic and Great Western (O.):							1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97	2d Mortgage	1,250,000	7	May & Nov.	"	1890	116
2d Mortgage		7	Jan. & July.	"	1883	98	Cincinnati, and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	8	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	494,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	188-70		2d Mortgage	244,200	7	March & Sept.	"	1864	110
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	1876	
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833		Clev. Painesville and Ashtabula:						
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	98	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
"	1850.	6	Jan. & July.	"	1880	98	Dividend Mortgage	1,010,000	7	"	"	1890	
"	1856.	6	Jan. & July.	"	1875	97	Cleveland and Pittsburg:						
"	1854.	6	Ja. Ap. Ju. Oc.	"	1867	95	2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	94	3d Mort. (M. L.) or 2d Extension	1,728,500	7	"	"	1875	85
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	"	1892	73
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7	"	"	1887	
Hellefontaine and Indiana:							Dividend bonds	24,811					
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101	Income bonds	3,500					
1st Mortgage extended	422,000	7	"	"	1870		Clev. Columbus and Cin.:						
2d Mortgage	116,000	7	"	"	1870		1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Income bonds	87,000				1870		Cleveland and Toledo:						
Real Estate bonds	47,550				1866		1st Mortgage	229,000	7	April & Oct.	New York.	1867	101
Boliviere Delaware:							2d Mortgage	159,000	7	June & Dec.	"	1872	101
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	Tol. Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	75
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
3d Mortgage (do.)	689,500	6	Feb. & Aug.	"	1877	101	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,206,000	7	Jan. & July.	"	1885	95
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
2d Mortgage	300,000	7	"	New York.	1865		Dividend	36,850		June & Dec.	New York.	1866	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Mortgage	248,000					
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Connecticut River:						
Sinking Fund	200,000	6	"	Boston.	1889	100	Mortgage	250,000	6	March & Sept.	Boston.	1878	
Boston and Lowell:							Connectic't and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1875	95	1st Mortgage	638,500	6	June & Dec.	Boston.	1878	90
Buffalo, New York and Erie:							Cumberland Valley:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	2d Mortgage	109,500	8	"	"	1904	
Buffalo and State Line:							Dayton and Michigan:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
Income in '90, '91, '92	200,000	7	Jan. & July.	"	var.		2d Mortgage	2,655,000	8	"	"	1881	103
Special Erie and North-East	149,000	7	"	"	'61-'70		3d Mortgage	642,000					
Burlington and Missouri:							Toledo depot bonds	182,500					
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893		Dayton and Western:						
Calro and Fulton (Mo.):							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
State (Mo.) Loan	650,000	6			'78-'79		2d Mortgage	250,000	7	June & Dec.	"		40
Camden and Amboy:							Delaware:						
English debt (S. F.) £418,950.	2,027,718	6	Semi-annual.	London.	1880		1st Mortgage guar. by P. W. &						
Converted Sterling Loan	800	5	"	"	1863		Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
American Loan	63,000	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1875	106
Loan for \$500,000	229,700	6	"	"	1867	96	State Loan	170,000	6	"	"	1876	
" \$300,000	423,680	6	"	"	1870	89	Delaware, Lackawanna and W'n:						
" \$675,000	675,000	6	"	"	1875	92	1st Mortgage (Laek. & Western)	900,000	8	April & Oct.	New York.	1871	100
" \$1,700,000	1,700,000	6	"	"	1883	85	1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	102
" \$2,500,000	867,000	6	"	"	1889	83	2d Mortgage	2,516,500		March & Sept.	"	1881	102
Consolid. Mort. Loan \$5,000,000	4,299,400	6	"	"	1889	90	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		Income	348,000	7	Jan. & July.	"	1884	80
Ontawissa:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Oayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1885		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1876	105	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Construction bonds, 2d Div'n	660,000					
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	82	Eastern (Mass.):						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	94
1d Mortgage (S. F.)	950,000	7	"	"	1885	85	1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.		'87-'90		State, 1st Mortgage	970,000					
Charleston and Savannah:							Endorsed by State of Tennessee	150,000					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	790,588					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,602,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88	Endorsed by State of Tennessee	200,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100	Redeemable in Stock	96,950					
" " " " " " "	3,167,000	8	"	"	1883		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	1880		1st Mortgage	757,734	†			var.	
2d Mortgage, inconvertible	941,000	4	July.	Frankfort, M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	"	1863		Evansville and Crawfordsville:						
" " " " " " "	6,000	8	March & Sept.	"	1876		Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93	Florida:						
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	98	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,109,000	7	May & Nov.	"	1882	90	Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) -	\$300,000	7			1881		Michigan Central:						
Free Land, 2d Mortgage -	200,000	8			1881		1st Mortgage Sterling -	\$487,489	6	Jan. & July.	London.	1872	
Galena and Chicago Union:							1st Mortgage S'g (convertible) -	500,000	8	March & Sept.	"	1889	
1st Mortgage Coupon -	1,963,000	7	Feb. & Aug.	New York.	1882	101	1st Mortgage (convert.) Dollar -	2,040,500	8	"	N. Y. & Boston	1889	112
2d Mortgage (S. F.) Coupon -	1,086,000	7	May & Nov.	"	1875	96	1st Mortgage (convert.) Dollar -	267,000	8	April & Oct.	"	1882	110
Elgin and State Line -	189,000	7	Jan. & July.	"	1879		1st Mortgage (S. F.) convertible -	4,380,500	8	"	"	1882	119
Mississippi River Bridge -	200,000	7	Jan. & July.	"	1884		Mieh. Southern and N'n Indiana:						
Great Western, Ill.:							Michigan Southern, 1st -	1,000	7	May & Nov.	New York.	1860	
1st Mortgage Western Division -	1,000,000	10	April & Oct.	New York.	1893	106	Northern Indiana, 1st -	6,000	7	Feb. & Aug.	"	1861	
" Eastern -	1,350,000	7	Feb. & Aug.	"	1885	102½	Erie and Kalamazoo -	33,000	7	March & Sept.	"	1862	
Hannibal and St. Joseph:							Northern Indiana, Plain -	7,000	7	Feb. & Aug.	"	1863	
Missouri State Loan (1st Lien) -	2,000,000	6	Jan. & July.	New York.	'73-'87	77	Jackson Branch -	77,000	7	"	"	1865	
Land Security -	3,344,600	7	April & Oct.	"	1881	92	Goshen Air Line -	682,000	7	"	"	1868	92
Convertible Bonds -	822,000	7	Jan. & July.	"	1883	100	Detroit and Toledo -	734,000	7	"	"	1876	98
Harrisburg and Lancaster:							1st General Mortgage (S. F.) -	4,822,000	7	May & Nov.	"	1885	96½
New Dollar Bonds -	661,000	6	Jan. & July.	Philadelphia.	1883	100	2d General Mortgage -	2,194,500	7	"	"	1877	88
Hartford and New Haven:							Milwaukee and St. Paul:						
1st Mortgage -	927,000	6	Feb. & Aug.	New York.	1883	99	1st Mortgage -	4,600,000	7	Feb. & Oct.	New York.	1883	80
Houston:							2d Mortgage -	1,500,000	7	April & Oct.	"	1884	
Houston and Texas Central:							Real Estate Depot -	2,400,000				1874	
State (1st Lien) Loan -	210,000	7	Jan. & July.	Bridgeport.	1877		Milwaukee and Prairie du Chien:						
Mortgage -	125,000	7			1886		1st Mortgage (Coupon) -	443,000	7	Jan. & July.	New York.	1891	98
Hudson River:							Minnesota and Pacific:						
1st Mortgage -	4,000,000	7	Feb. & Aug.	New York.	'90-'70	99½	Real Estate -	1,200,000	7	Jan. & July.		1892	
2d Mortgage (S. F.) -	2,000,000	7	June & Dec.	"	1885	101	Mississippi Central:						
3d Mortgage -	1,840,000	7	May & Nov.	"	1875	104	1st Mortgage -	1,007,363	7				
Convertible -	1,002,000	7	"	"	1897	95½	Mississippi Central and Tenn.:						
Illinois Central:							State (Tenn.) Loan -	529,000	6				
Optional Right bonds -	33,000	7	Jan. & July.	New York.	1868		Mississippi and Missouri:						
Construction -	7,975,500	7	April & Oct.	London.	1875		1st Mortgage (convertible) -	1,000,000	7		New York.		
Construction -	2,886,500	6	"	"	1875	108	2d Mortgage (S. F.) -	400,000	8		"		
Redemption bonds -	2,086,000	6	"	"	1890		Oakalosa Division -	688,558	7	Jan. & July.	"	1875	18½
Indiana Central:							1st Land Grant -	3,612,000	7		"		48½
1st Mortgage (convertible) -	600,000	7	Jan. & July.	New York.	1886		2d Land Grant -	691,000			"		
2d Mortgage -	384,000	10	"	"		117	Income bonds -	513,300			"		
Income -	20,500						Mississippi and Tennessee:						
Indianapolis and Cincinnati:							Tennessee State Loan -	98,000	6			1885	
1st Mortgage -	500,000	7	Jan. & July.	New York.	1866	106	Mississippi State Loan -	202,798	6			1876	
2d Mortgage -	400,000	7	"	"	1862	100	1st Mortgage -	171,000	7				
Real Estate Mortgage -	200,000	7			1858	88	Mobile and Ohio:						
Ind., Pittsburg and Cleveland:							City (Mobile) Tax Loan -	400,000	6				
1st Mortgage -	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan -	874,880	6				
2d Mortgage -	347,000	7	"	"			Alabama State Loan -	389,410	6				
Indianapolis and Madison:							Income -	1,508,070	8	Jan. & July.	New York.	'01-'87	
Mortgage -	640,000	7	May & Nov.	New York.	1881	100	Sterling -	878,038	6	May & Nov.		1883	
Jeffersonville:							Mississippi State Loan -	200,970	6				
1st Mortgage -	187,000	7	March & Sept.	New York.	1861	75	Montgomery and West Point:						
2d Mortgage -	392,000	7	April & Oct.	"	1873	70	Alabama State Loan -	122,622				var.	
Joliet and Chicago:							Mortgage (due 1860, '68 and '65) -	350,000	6			1866	
1st Mortgage (S. F.) -	500,000	8	April & Oct.	New York.	1883		Morris and Essex:	450,000	8				
Joliet and N. Indiana:							1st Mortgage (S. F.) -	2,500,000	7	May & Nov.	New York.	1915	
1st Mortgage (guar.) -	800,000	8	Jan. & July.	New York.	1874		Muscogee:						
*Kennebec and Portland:							1st Mortgage -	249,000	7				
1st Mortgage (City and Town) -	800,000	7	April & Oct.	Boston.	1870		Nashville and Chattanooga:						
*Kentucky Centr. (Conv. and Lex.) -	230,000	11	"	Augusta.	1861		Mortgage (State endorsed) -	1,500,000					
1st Mortgage -	160,000	6					Chat. and Olev. Subse. (endors.) -	231,000					
2d Mortgage -	280,000	7					*New Albany and Salem:						
3d Mortgage (convertible) -	1,000,000	7					1st Mortgage -	500,000	10				
4th Mortgage -	600,000	7					1st Mortgage -	2,285,000	6				
Guaranteed by Covington -	200,000	6					N. Hav., N. Lond. and Ston'gton:						
Cincinnati (exchanged) -	100,000	6					Mortgage -	450,000	7	March & Sept.	New Haven.	1861	
La Crosse, Viroqua & Mineral Pt.:							2d Mortgage -	200,000	6	Jan. & July.	"	1863	93½
1st Mortgage -	4,000,000	7	June & Dec.	New York.	1883		Extension -	116,000	6	May & Nov.	"	1878	
Lehigh Valley:							New Haven and Northampton:						
1st Mortgage -	1,465,000	6	May & Nov.	Philadelphia.	1873	91	1st Mortgage -	500,000	7	Jan. & July.	New Haven.	1869	
La Crosse and Milwaukee:							1st Mortgage (H & Hamp.) -	103,000	6				
1st Mortgage (Eastern Div.) -	875,000	7	May & Nov.	Milwaukee.	1872		New Jersey:						
Lackawanna and Bloomsburg:							Company's (various) -	642,500	7	Semi-ann'ly.	New York.	var.	100
1st Mortgage -	2,024,578	7	Jan. & July.	Philadelphia.	1881		New London Northern:						
Lexington and Frankfort:							1st Mortgage -	51,000	7	Jan. & July.	New London.	1871	100
Mortgage, due 1869 and '74 -	79,000	6		Lexington.	'69-'74		N. Ori'ns, Jackson and Gt. North:						
Little Miami:							State (Miss.) Loan -	255,000	8			'63-'78	
Mortgage (Coupon) -	1,300,000	6	May & Nov.	New York.	1883	100	1st Mortgage Coupon -	2,665,000	8	Jan. & July.	New York.	1886	
Long Island:							N. Ori'ns, Opelousa and Gt. West:						
State Loan (S. F.) -	100,000	5	Jan. & July.	New York.	1876		Louisiana State Loan -	641,000	6				
2d Mortgage -	500,000	6	Jan. & July.	New York.	1870	83	New Orleans City Subscription -	1,500,000	5				
Extension Bonds -	175,000	7	May & Nov.	"	1890	110	1st Mortgage (S. F.) -	566,000	8			1889	
Long Dock Co.:							New York Central:						
Mortgage Bonds -	2,007,000	7	June & Dec.	New York.	1882	110	Premium (S. F.) Bonds -	6,690,120	6	May & Nov.	New York.	1883	93
Louisville and Frankfort:							D'bits of former Co's outstanding -	100,000					
Louisville Loan -	100,000	6	Jan. & July.	New York.	1881		Funding (S. F.) Bonds -	1,398,000	7	Feb. & Aug.	"	1876	101½
1st Mortgage -	176,000	6	"	"	'66-'78		Exchanged S'ks (S. F.) B'ds -	684,000	6	May & Nov.	"	1883	92
Louisville and Nashville:							" (" B. & N. F. -	78,000	6	"	"	1883	87
State (Tenn.) 1st Lien -	560,500	6	Jan. & July.	New York.	'88-'92		Real Estate (S. F.) Bonds -	165,000	6	"	"	1883	85
1st Mortgage -	1,765,000	7	Feb. & Aug.	"	1883		Real Estate Bonds & Mortgages -	192,773	7	var.	"	var.	
Lebanon Branch 1st Mortgage -	21,000	7			1866		" " " " -	46,560	6	"	"	1883	
Memphis Branch 1st Mortgage -	286,000	7			'70-'75		Bonds of Aug. 1859, Convertible -	2,599,000	7	Feb. & Aug.	"	1876	103
McMinnville and Manchester:							Bonds of Oct. 1863, (S. F.) -	2,925,000	6	June & Dec.	"	1887	92
State (Tenn.) -	372,000	6					New York and Erie:						
Mortgage -	24,000	6					1st Mortgage -	3,000,000	7	May & Nov.	New York.	1867	99
Mortgage -	10,000	6					2d Mortgage -	4,000,000	7	March & Sept.	"	1879	102
Marietta and Cincinnati:							3d Mortgage -	6,000,000	7	"	"	1883	99
1st Mortgage Bonds -	1,691,233	7	Feb. & Aug.	New York.	1891	86	4th Mortgage -	3,634,000	7	April & Oct.	"	1880	94½
1st Mortgage Sterling -	1,000,000	7	"	"	1891		5th Mortgage -	1,002,500	7	June & Dec.	"	1888	92½
*Scioto & Hooking Val.R. mort. -	200,000						Buffalo Branch -	186,400	7	Jan. & July.	"	1891	
Memphis and Charleston:							New York and Harlem:						
State (Tenn.) Loan -	1,100,000	6			1880		1st Mortgage -	3,000,000	7	May & Nov.	New York.	1873	100
1st Mortgage -	1,600,000	7					Consolidated -	1,000,000	7	Feb. & Aug.	"	1867	100
Memphis, Clarksv. and Louisv.:							2d Mortgage -	980,300	7	Jan. & July.	"	1867	98½
State (Tenn.) Loan -	910,000	6					New York and New Haven:						
Memphis and Ohio:							Plain Bonds, Coupon -	912,000	7	June & Dec.	New York.	1866	107½
State (Tenn.) Loan -	1,340,000	6					Mortgage Bonds Coupon -	1,068,000	6	April & Oct.	"	1875	
							N. York, Providence and Boston:						
							1st Mortgage -	247,000	6	Feb. & Aug.	New York.	'73-'75	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.		Due	Price	Description	Amount	Interest	Interest.		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1887		1st Mortgage (Eastern Division)	\$980,000	8		New York.		
North-Eastern (S. C.):							1st Mortgage (Western Division)	757,000	8		"	1875	35
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000				1882	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1886	85	State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	var.	
Md. State Loan (irredeemable)	1,500,000						Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond, Fred. and Potomac:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6		"	1877	91	Sterling (£307,000)	324,000	6			1880	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	86	Richmond and Petersburg:						
Northern (Ogdensburg):							Coupon	150,000				1875	
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95	Rutland and Burlington:						
2d Mortgage	3,077,000	7	"	"	1861	39	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72
North Missouri:							2d Mortgage	937,500	7	"	"	1863	23
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95	3d Mortgage	440,000	7	"	"	1863	1
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	83	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Chattel Mortgage	300,000	10	"	"	1887	118	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'04-'74	92	1st Mortgage	220,000	7	Feb. & Aug.		1900	67
Norwich and Worcester:							2d Mortgage	77,000	7			1866	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		3d Mortgage	201,500	7			1875	
Bonds for Dividend Scrip	100,000	7	"	New York.	'04-'74		Six per cents	75,593	6			1873	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'63-'70		Sandusky, Mansfield and Newark:						
Ohio and Mississippi:							1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
1st Mortgage—Eastern Division	2,060,000	7	Jan. & July.	New York.	1872	83	Saratoga and Whitehall:						
1st Mortgage—Western "	850,000	7	"	"	1872		1st Mortgage	250,000	7	April & Oct.	New York.	1868	
2d Mortgage—Western "	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		1st Mortgage	300,000	7			1880	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		3d Mortgage	75,000	7			1870	
2d Extension	600,000	8	May & Nov.	"	1873		South Carolina:						
Pacific (Mo.):							State Loan	187,000	6			1868	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78	Sterling	183,333	6			1863	
State Loan (S. W. Branch)	1,200,000	6	"	"	'87-'89		Sterling	2,000,000	5		London.	1866	
Construction Main Line	1,314,000	7	"	"		55	Southern Mississippi:						
" S. W. Branch	3,232,000	7	"	"			1st Mortgage	500,000					
St. Louis County bonds	18,000	7	"	"	1885		South-Western (Ga.):						
Panama:							1st Mortgage	631,000				1875	
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101	*Springfield, Mt. Vern. and Pittab.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage	500,000					
Peninsula:							*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,020,000	7	March & Sept.	New York.	1896	75	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Pennsylvania:							2d Mortgage	900,000	7	"	"	1865	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	94	St. Louis and Iron Mountain:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94	State (Mo.) Aid	3,501,000	6		New York.		90
2d Mortgage Sterling	2,283,840	6	"	London.	1875		St. Louis City Subscription	500,000					
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis County Subscription	1,000,000					
Penobscot and Kennebec:							Sunbury and Erie:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75		1st Mort. (Sunbury to Wmspyt)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		Syracuse, Binghamton and N. Y.:						
Peoria and Ogawka:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		St. Louis, Alton & Terre Haute:						
2d Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	62
Petersburg and Lynchburg (S. Side):							" (series B)	1,100,000	7	April & Oct.	"	1894	"
State (Va.) Loan (S. F.)	800,000	7					2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
1st Mortgage (1859-'70-'75)	365,000	6					" (series D)	1,400,000	7	May & Nov.	"	1894	"
2d Mortgage (1862-'70-'75)	378,000	6					" Income (series E)	1,700,000	7	"	"	1894	73
Special Mortgage (1865-'68)	175,000	6					Toledo, Peoria & Warsaw:						
Last Mortgage (1861 to 1869)	133,500	8					1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Phila., Germantown and Norris'n:							1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105	Toledo and Wabash:						
Convertible Loan	292,500	6	"	"	1885	119	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
Philadelphia and Reading:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	"
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1873	72
" 1836	182,400	5	"	"	1880		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
" 1840	2,853,600	6	April & Oct.	"	1870	93	Sinking Fund Bonds	152,255	7		"		88
" 1861	106,000	6	Jan. & July.	"	1871	96	Equipment bonds	600,000					
" 1843	1,525,800	6	"	"	1880	85	Vermont Central:						
" 1844	804,000	6	"	"	1880	85	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	80
" 1845	101,000	6	"	"	1880	85	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	26
" 1846	67,000	6	"	"	1880	85	Virginia Central:						
" 1867 (convertible)	564,000	6	"	"	1888	116	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1866	60,000	7	"	"	1886		Mortgage (coupons)	198,000	6	"	Richm'd &	1872	
Bonds and mort. on Real Estate	596,579						Mortgage (coupons)	926,000	6	"	New York.	1894	
Phila., Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	812,000	6	Jan. & July.	Philadelphia.	1884		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connellsville:							1st Mortgage	500,000	6	"	New York.	1872	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	74	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
Pittsburg, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '58-'61	208,000	6	"	Lynchburg.	var.	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100	Warren (N. J.):						
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Warwick Valley, N. Y.:						
" (series D)	875,000	7	April & Oct.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87
" (series E)	875,000	7	May & Nov.	"	1912	"	" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	Watertown and Rome:						
2d " (series G)	880,000	7	Jan. & July.	"	1912	96	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107
" (series H)	880,000	7	Feb. & Aug.	"	1912	"	Western (Mass.):						
" (series I)	880,000	7	Mar. & Sept.	"	1912	"	Sterling (£299,900)	4,319,820	6	April & Oct.	London.	'63-'71	
" (series K)	880,000	7	April & Oct.	"	1912	"	Dollar Bonds	860,000	6	"	Boston.	1875	94
" (series L)	880,000	7	May & Nov.	"	1912	"	Albany City Bonds	1,000,000	6	Jan. & July.	"	'60-'78	98
" (series M)	880,000	7	June & Dec.	"	1912	"	Hudson & Boston R. R. Loan	160,000	6	June & Dec.	"	dem.	
3d	2,000,000	7	April	"	1912	82	Elmira and Williamsport:						
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Chicago Depot Bonds	58,500	6	May & Nov.	Chicago.	1885		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	
Mortgage	800,000	7	Feb. & Aug.	New York.	1885		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'04-'74		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1855	144,500	6			1865	
1st Mortgage	1,200,000				1878		Company's endorsed by State.	160,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
M.	M.	M.	M.	No.	No.	No.																P. c.	
ALABAMA.																							
30 Jun. '00	65.0				50.6			Alabama and Florida	1,451,336			877,953	503,500	105,255	1,515,704	54.0		101,102	27,996				
28 Feb. '00	30.3				58.1	2	19	Alabama and Mississippi	481,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852				
31 May '00	109.6				57.8	11	102	Ala. and Tennessee Rivers	2,281,927	184,906		1,067,008	777,777	240,485	2,476,023	109.6		207,626	111,232				
30 Jun. '00	67.0				171.3			Mobile and Girard	1,500,000							67.0	236,791	78,773	21,006				
1 May, '01	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000									1,402,568	695,370				
19 Feb. '00	98.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,506	116.9		505,156	260,269	6			
ARKANSAS.																							
2 Nov. '00	38.5				107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	611,949								
CALIFORNIA.																							
30 Dec. '00	22.5							Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5		230,251	104,894				
CONNECTICUT.																							
31 July '04	23.8		1.9		4	5	47	Danbury and Norwalk	346,299	66,483		307,080	95,000		731	23.8	53,325	89,470	46,029	7			
31 Jan. '05	122.4		17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740			122.4	317,844	517,808	134,509				
31 Aug. '05	61.6	13.6	66.2		22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000		4,654,338	75.2	452,238	1,459,711	413,528	12	170		
31 Dec. '04	74.0		8.9		10	12	272	Housatonic	2,439,775			2,000,000	191,000	47,900	2,086,438	124.0	203,829	428,518	180,702				
31 Dec. '04	67.0		1.3		8	11	184	Naugatuck	1,464,127			1,100,000	300,000	29,149		62.0	145,655	360,167	140,591	16			
28 Feb. '05	50.0		2.6		8	10	30	N. Haven, N. London and Ston.	1,454,040			1,385,588	766,000			62.0	161,182	274,887	85,946			117 1/2	
30 Nov. '04	84.8	8.8	9.3		3	2		New Haven and Northampton	2,336,495	41,560		1,010,000	650,000			49,663	197,387	84,299	8				
31 Dec. '04	66.0		5.9		8	12	84	New London Northern	724,336			558,805	51,000		810,982	66.0	211,836	270,872	84,299				
31 Mar. '05	61.3	1.0	68.8		29	75	405	New York and New Haven	4,729,607	932,265		3,619,000	2,000,000		6,810,240	117.4	652,756	1,847,291	622,596	9	114 1/2		
30 Nov. '04	59.4	7.0	8.2		18	17	392	Norwich and Worcester	2,463,983	149,711		2,338,000	607,000	10,962	3,238,581	66.4	344,463	631,728	244,471	7 1/2	95 1/2		
DELAWARE.																							
31 Oct. '00	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,007,684	84.3	136,631	138,970	41,466				
31 Oct. '02	16.2							Newcastle and Frenchtown	704,860		18,535	744,520		5,024	749,544	5.0		27,283	10,290	9			
FLORIDA.																							
30 Apr. '00	32.0		3.0	13.0	3	1	6	Florida and Alabama	632,791	30,896		191,435	196,000	75,894	619,112	32.0		7,857	3,536				
30 Apr. '02	59.9		5.0					Fla., Atlantic and Gulf Central															
30 Apr. '02	100.0	3.9	10.0	153.5				Pensacola and Georgia								29.4							
GEORGIA.																							
30 Jun. '00	86.7				16	7	124	Atlanta and West Point	1,192,389			1,250,000	128,000		1,597,385	86.7		418,036	265,827	8	125		
30 Dec. '00	92.6		8.7	70.9				Atlanta and Gulf-M. Trunk								30.0							
31 Dec. '00	53.0							Augusta and Savannah	1,032,300			733,700	129,500			53.0		168,988	95,612				
30 Apr. '00	43.5		23.7					Brunswick and Florida	755,000			151,887				43.5							
30 Nov. '00	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800			4,366,800			6,590,178	229.0	879,468	1,715,025	764,574	10			
31 Mar. '00	171.0	61.0						Georgia (and Bank)	4,155,000		1,003,650	4,155,000	312,500		5,125,343	232.0	1,159,188	628,048	8	100			
30 Nov. '00	102.5				19	16	171	Macon and Western	1,600,000			1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	16	72		
31 July '00	59.0				7	2	107	Muscogee	774,244	162,534		609,950	249,000		1,026,968	59.0		202,714	110,516	8			
1 May, '01	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,801	10,200	180,621	1,473,140	71.6							
31 July '00	106.1	100.8	16.2		18	22	201	South Western	3,770,425			2,921,900	596,500	10,913	3,822,913	228.8		888,853	13				
30 Sep. '00	138.0				52	24	705	Western and Atlantic	5,901,497			built and owned by State.				138.0		832,343	454,541				
ILLINOIS.																							
31 Dec. '04	220.0				49	32	939	Chicago and Alton	8,308,919		659,100	4,208,300	4,054,000		9,896,568	220.0	1,104,197	2,770,454	1,278,518	7 1/2	107		
30 Apr. '05	317.0	83.0	47.0		105	49	1,995	Chic., Burlington and Quincy	12,537,020	2,518,232		8,376,510	5,924,969		16,464,285	400.0	1,963,105	6,728,910	2,752,273	20	109 1/2		
31 May '05	242.0	689.0			154	94	3,145	Chicago and Northwestern	26,155,641		1,340,728	26,155,641	12,020,488	825,898	39,690,462	930.0	6,820,750	1,802,272	28 1/2				
31 Mar. '05	181.5				59	69	1,196	Chicago and Rock Island	7,804,923		500,000	6,000,000	1,450,500		9,484,562	228.4	1,212,654	3,359,391	1,891,705	6	100 1/2		
31 May '05	174.5	5.5	14.3		21	22	504	Great Western	4,039,561			1,648,561	2,350,000		4,214,342	180.0		742,097	377,476				
31 Dec. '04	454.8	252.5			126	78	3,327	Rhino Central	29,675,410			20,808,160	13,232,000		38,080,110	708.3	3,386,850	8,329,447	2,463,194	8	110 1/2		
1 Jun. '05	111.0				15	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000		2,953,955	1,391,000		4,344,955	111.0		489,874	210,950				
31 Dec. '04	195.0	14	12.2		42	28	955	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,084,074	603,767			30	
INDIANA.																							
31 Aug. '05	132.0				14	10	187	Cincinnati and Chicago	2,080,433			1,106,679	1,006,125			108.0							
31 Dec. '02	72.4				19	17	298	Evansville and Crawfordsville	2,312,344	288,255		1,142,834	1,240,000		2,726,187	132.0	246,145	559,128	246,720				
31 Dec. '05	89.0	20.2			23	19	313	Indiana Central	1,667,039	274,081	26,641	1,611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541			72	
31 Dec. '05	84.8				15			Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0		448,858	230,834			100	
1 Dec. '05	78.0				16	14	201	Ind., Pittsburg and Cleveland	2,735,556			1,972,000	997,000		2,975,878	84.0		384,539	771,763	307,832			
31 Mar. '04	86.0	46.0	11.0		16	14	201	Jeffersonville	1,549,518			1,015,907	621,000		2,175,228	108.0		527,868	288,156				
31 Mar. '04	86.0		3.0		17	10	263	Indianapolis and Madison	1,644,847			1,191,900	640,000		1,538,768	132.0		315,172	117,941	6	100		
30 Nov. '04	73.0				21	28	440	Louisv., N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	238.0		645,827	371,400			360 1/2	
30 Nov. '04	73.0				21	28	440	Terre Haute and Richmond	1,985,160		169,379	1,900,150	85,000		8,063,108	73.0	570,555	1,007,979	621,254	18			
IOWA.																							
30 Apr. '05	75.5				176.5			Burlington and Missouri River	2,603,589	173,737		1,497,947	1,343,870		2,929,732	75.5	112,434	431,606	155,347				
30 Jun. '05	100.0				220.0	11	7	187	Dubuque and Sioux City	4,673,123	63,981	3,649,336	960,000			100.0		200,813	412,156	162,268			
1 Jun. '05	38.5				101.3	4	64	Keok. Ft. Des Moines & Minn.	1,037,876	82,499		921,449	570,000		27,304	4,591,840	38.5	11 mo's	458,821	21,356			
30 Jun. '05	135.0	95.0			312.0			Mississippi and Missouri	10,715,562			3,452,300	7,145,262	118,000	10,715,562	230.0							
KENTUCKY.																							
31 Oct. '00	80.0							Covington and Lexington	3,743,971	276,024		1,582,169	2,980,000	837,532	4,375,993	111.8		426,408	227,534				
30 Jun. '05	29.0		3.1		4	13	219	Lexington and Frankfort	605,298	62,300		514,573	79,000		736,513	29.0		188,463	63,774				
30 Jun. '05	65.1		5.4					Louisville and Frankfort	1,532,645	128,735	12,200	1,109,594	276,000		1,713,324	65.1	226,061	419,548	139,517	7	80		
30 Jun. '05	185.0	101.0	21.3	47.5	60	42	625	Louisville and Nashville	9,665,964			5,627,371	3,297,000	39,307	12,578,716	300.0	983,047	4,314,540	2,172,515	8			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.				Net.	Dividends.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.			
MAINE.																							
20 Nov. '82	55.0				6	4	74	Androscogin	1,060,000			151,833	444,638	205,584	757,581	36.5	73,344	79,761	43,461				
20 Jun. '82	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491		7,968,475	149.0	oper. by	172,113	91,487		45		
20 Sep. '81	63.0	8.5	8.0		12	11	120	Kennebec and Portland	2,871,294			1,287,779		271,143	2,990,968	109.5	139,953	172,113	91,487				
21 May, '80	99.7	2.5			13	20	231	Maine Central	4,211,878		21,925	1,060,880	8,068,491	139,952	4,259,308	109.2	186,240	823,032	174,028				
21 May, '80	51.3				12	4	119	Portland, Saco and Portsmouth	1,491,207		100,000	1,600,000			1,600,004	51.3	161,056	450,222	238,767	6	95		
May, '80	37.0							Somerset and Kennebec	783,763			169,200	556,600			37.0		55,408	28,404				
MARYLAND.																							
20 Sep. '83	279.8	7.2			225	100	3,000	Baltimore and Ohio	21,323,383	3,621,756	5,423,197	16,151,962	10,112,584	897,889	36,811,376	296.8	2,938,010	6,509,946	4,544,097	3	113		
20 Sep. '83	30.0				7	83	167	Washington Branch	1,650,000			1,650,000			2,379,841	39.0		703,123	429,890	44	127		
21 Dec. '84	138.0	4.0	25.0		60	47	3,529	Northern Central	7,847,041	1,104,744	122,775	3,344,860	4,850,000		12,275,467	261.0	1,099,348	3,051,669	1,086,387	11	44		
MASSACHUSETTS.																							
20 Nov. '84					8		7	Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363			473,213	650,999	182,610	6	111	
20 Nov. '84	28.7	1.8	16.8		24	38	534	Boston and Lowell	2,482,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9		737,505	1,272,600	443,332	8	117	
20 Nov. '84	74.3	8.8	61.1		26	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,511,728	164.3		459,096	1,221,104	366,332	10	128	
20 Nov. '85	47.0	7.0	32.5		28	39	859	Boston and Providence	3,392,600	207,400		3,600,000	21,500		4,218,927	61.8		459,096	1,221,104	366,332	10	128	
20 Nov. '84	44.6	24.0	60.8		32	69	309	Boston and Worcester	4,062,584	437,416	100,000	4,500,000		229,061	5,557,510	83.6		638,622	1,471,986	487,864	10	130	
20 Nov. '84	46.0	1.1	2.7		7	15	41	Cape Cod Branch (par 60)	907,706	123,865		681,666	102,900		1,036,571	47.1		82,108	161,208	78,265	6	68	
20 Nov. '84	60.0	2.4	9.6		12	23	158	Connecticut River	1,614,376	187,560		1,591,100	250,000		2,079,944	52.4		223,318	472,321	166,982	6	103	
20 Nov. '84	44.2	30.5	27.5		31	74	459	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0		527,236	1,040,139	460,423	6	99	
20 Nov. '84	51.0	42.5	75.8		25	35	487	Fitchburg	3,189,361	360,149		3,640,000			3,846,886	93.4		434,622	868,352	309,341	8	106	
20 Nov. '84	12.4		2.3		10	17	240	Lowell and Lawrence	382,583	30,276		200,000	75,000	3,874	366,912	(Op. by Boston & Lowell)					5		
20 Nov. '84	14.5		17.2		10	17	240	Nashua and Lowell	558,919	96,684		600,000		50,406	609,362	71.0		186,647	291,618	68,019	8	111	
20 Nov. '84	20.1	1.5	1.2		4	6	17	New Bedford and Taunton	400,527	46,018	14,000	600,000	219,500		719,500	36.7		64,272	230,820	43,527	7	107	
20 Nov. '84	33.0		0.7		5	6	25	N. York and Boston Air Line	1,314,916	32,880		788,047	1,072,900	187,690	2,048,537	86.7		94,748	83,492			10	
20 Nov. '84	98.8	8.8	27.5		26	66	488	Old Colony and Fall River	3,923,876	334,503		3,609,000	452,000		4,512,950	107.3		510,010	964,000	469,932	8	100	
20 Nov. '84	43.4	1.0	14.9		14	18	163	Providence and Worcester	1,409,307	213,183		1,700,000			1,700,000	44.4		236,408	470,978	159,118	8	140	
20 Nov. '84	16.9		1.7		8	4	127	Salem and Lowell	382,470	61,543		243,306	226,900	727	470,931	(Op. by B. & L. Co.)					14	110	
20 Nov. '84	61.1			38.5				Troy and Greenfield				923,942	979,308		(Surrendered to the Commonwealth.)								
20 Nov. '84	69.3	8.0	5.5		11	13	180	Vermont and Massachusetts	3,087,916	207,843	248,496	2,214,225	924,960		3,832,647	77.3		151,327	842,297	184,368		391	
20 Nov. '84	156.1	17.3	126.6		76	63	1,149	Western (incl. Alb. & W.S. etc.)	10,175,943	1,096,713		5,150,000	6,267,520		14,986,959	218.0		1,430,222	2,998,854	1,178,712	10	137	
20 Nov. '84	45.7		9.8		10	12	143	Worcester & Nashua (par 83)	1,088,898	116,000		1,141,000	76,000	51,390	1,268,390	46.7		194,712	338,286	137,605	7	103	
NEW HAMPSHIRE.																							
21 Mar. '85	93.5		5.6		14	10	222	Boston, Concord and Montreal	2,850,000	*		1,800,000	1,050,000		3,141,091	93.5		408,388	141,407			62	
20 Nov. '84	53.6		8.0		18	16	246	Cheshire	2,703,488	*		2,085,925	679,500		2,765,426	53.6		332,552					
21 Mar. '84	34.5				31	22	440	Concord (par 50)	1,500,000	*		1,500,000			1,500,000	61.3		821,085	136,049	8	60		
21 Mar. '84	29.3				2			Manchester and Lawrence	1,065,545	*		1,000,000	12,300	20,904	operated by Concord R. R.								
21 Mar. '84	29.3				2			Merrimac and Conn. Rivers	698,285	*		698,285			698,285	82.1							
21 Mar. '84	69.2	13.0	12.5		24	14	424	Northern New Hampshire	3,068,400	*		3,068,400	165,500	15,613	3,250,418	82.0		210,255	210,255	7	80		
20 Apr. '84	24.7		2.2		4	3	50	Sullivan	1,480,730	*		500,000	750,000		1,480,730	24.7		oper. by Vermont Central.					
NEW JERSEY.																							
21 Dec. '84	64.2	11.0	8.1					Belvidere Delaware	3,388,235	*		997,112	2,193,000	252,584	3,442,697	75.2		501,886	146,101				
21 Dec. '84	63.9	32.3		8.0				Camden and Amboy	5,602,296		4,304,131	6,472,406	10,264,468		12,424,406	124.2		5,799,980	1,140,788	35		117	
21 Dec. '84	60.2							Camden and Atlantic	1,881,414	*		1,062,243	1,035,276	123,930	2,221,449	60.2			281,466	71,106			
21 Dec. '84	64.0	26	64.0		59	34	908	Central of New Jersey	9,203,924	1,078,538		6,600,000	2,000,000		9,764,509	90.0		948,218	2,637,184	1,305,630	20	114	
21 Dec. '84	53.0			48.5	24	43	274	Morris and Essex	4,087,276	*	58,000	3,041,960	1,164,500	31,200	4,536,916	53.0		236,093	670,764	171,756	7	103	
21 Dec. '84	53.5							New Jersey	3,799,809	492,000	1,049,022	4,397,800	835,000	145,000	5,990,462	33.8		610,427	1,663,607	777,926	10	145	
21 Dec. '84	21.3				2	6	17	Northern New Jersey	452,116	*		158,800	200,000	45,072	465,872	21.2		99,787	146,936	29,200			
21 Dec. '84								Raritan and Delaware Bay	2,596,481	*		2,800,700	1,534,000	544,426	4,440,026								
21 Dec. '84	18.2							Warren	2,008,300	*		1,408,300	600,000		2,008,300	18.2			290,022	130,510	6	46	
21 Dec. '84	38.5			47.				West Jersey	1,461,249	*		588,400	700,000		1,288,400			207,962	91,844				
NEW YORK.																							
20 Sep. '85	82.0			58.0	9	12	153	Albany & Susquehanna	3,183,056	198,209		1,604,145	1,016,739	173,722	2,794,067	82.0		65,472	175,729	88,064			
20 Sep. '84	43.9		3.1		8	8	140	Atlantic and Great Western	2,651,285	388,059		919,163	1,777,500	155,417	3,039,345	43.9		166,207	458,441	80,875			
20 Sep. '84	142.0		13.0		28	41	281	Buffalo, New York and Erie	3,399,088			860,000	2,395,000	1,070	3,369,088	160.3		640,814	1,030,232	loss		108	
20 Sep. '84	83.3		18.5		85	36	603	Buffalo and State Line	2,267,339	518,576	189,000	2,200,000	1,200,000		3,369,088	83.3		645,234	1,946,456				
21 Dec. '84	460.0	97.0	356.5		276	114	603	Erie	42,516,835		4,104	24,935,300	1,200,000	1,067,088	48,045,234	807.0		6,913,234	13,492,434	4,594,725	8	195	
20 Sep. '84	144.0		128.3		17	164	671	Hudson River	15,065,434	1,616,413		6,218,942	7,787,680	1,107	14,869,847	150.0		1,386,282	4,132,600	1,687,293	8	103	
20 Sep. '84	94.0	0.5	0.8		15	32	110	Long Island	2,567,162	361,312		1,652,716	882,000		2,925,474	103.6		290,474	497,269	330,237	14	70	
20 Sep. '85	267.1	421.0		258	244	532		New York Central	27,896,542	6,305,377	1,279,791	24,691,000	14,627,442		44,075,497	654.9		5,804,048	13,975,524	2,694,714	6	89	
20 Sep. '84																							

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Years ending.	Railroad.				Equipment.			Abstract of Balance Sheet.										Earnings.			Price of shares.		
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.		Companies.	Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Net.	Dividends.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
M.	M.	M.	M.	No.	No.	No.															P. c.		
PENNSYLVANIA.																							
31 Dec. '83	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039					1,763,506	3,855,000		5,634,039	100.0		360,215	171,280		
31 Oct. '84	96.0	2.0	7.0		21	13	406	Catawissa	3,634,000					3,350,000	284,000		3,634,000	149.0		316,747	380,459	149,018	
31 Oct. '84	52.0		9.7		12	13	82	Cumberland Valley	1,131,037					956,900	375,600		1,336,500	74.0		176,968	394,962	198,901	
31 Oct. '84	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490				6,832,950	3,491,500	606,321	10,390,771	204.5		1,622,327	1,984,948	721,782	
31 Oct. '84	38.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946				604,190	598,400	8,299	1,210,899	37.7		153,041	233,560	202,000	
31 Dec. '84	78.0		10.0		16			Elmira and Williamsport	2,027,652					1,000,000	1,020,000		2,020,000	78.0		388,770	565,518	43,741	
31 Oct. '84	18.5		6.0					Eric and Northeast	700,000					600,000	100,000		1,000,000	18.5		153,520	486,788	189,007	
31 Oct. '84	81.0		2.6		5	9	153	Eric and Pittsburg	1,588,878	192,500				256,500	900,000	637,886	1,794,386	81.0		71,880	165,502	65,450	
31 Oct. '84	36.0	13.0	17.7					Harrisburg and Lancaster	1,882,560					1,182,550	700,000		1,882,550	54.0		oper. by Penn. R.R. Co.			
31 Oct. '84	32.0		1.3	44.0	3	3	12	Hempfield	1,618,458	41,341				1,809,566	1,000,000	100,000	2,909,566	32.0		21,760	50,103	7,966	
31 Oct. '84	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243					1,325,992	1,383,427	268,281	2,977,700	58.0		305,743	335,280	143,472	
31 Oct. '84	80.0		94.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406				1,385,000	2,024,578	149,014	3,508,592	80.0		358,571	695,696	301,041	
31 Oct. '84	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410				6,627,050	1,477,000	17,532	8,121,582	87.5		602,028	2,280,232	1,462,514	
31 Oct. '84	23.5	5.0	8.0					Little Schuylkill	1,371,868					2,646,100	960,000	61,162	3,667,262	23.5		oper. by Reading (R.R.)			
31 Oct. '84	130.5		63.3		31			Mine Hill and Schuylk. Haven	3,700,000					3,700,000			3,700,000			"			
31 Oct. '84	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,650,418	517,375				3,150,150	3,105,705		6,255,855	69.8		320,638	741,977	346,401	
31 Dec. '84	300.8	56.1	31.0		290	173	4,926	Pennsylvania	27,639,576	3,386,315	5,604,810		19,900,000	16,684,840		43,520,356	356.9	5,546,778	14,739,057	4,065,113			
31 Oct. '84	17.0	3.0	22.0		18	17	101	Phila., Germant'n & Norrist'n	1,139,079	282,399				1,389,100	815,500		1,673,100	24.0		258,739	428,147	207,898	
31 Oct. '84	237.6		29.1					Phila. and (Sunbury) Erie	15,760,623					5,013,064	9,940,000	10,500	14,963,554	oper. by Penn. R.R. Co.					
30 Nov. '84	152.0	46.8	206.5		216	81	1,069	Philadelphia and Reading	18,998,276	5,736,450	734,788		20,972,323	7,271,879		27,716,253	509.5	3,328,229	9,280,341	4,308,150			
31 Oct. '84	28.2		24.3					Philadelphia and Trenton	960,404		245,095			999,200	250,000		1,249,200	28.2		175,447	824,006	477,658	
31 Oct. '84	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300					6,857,300	692,000		9,349,300	197.0		839,238	3,205,560	1,365,200	
31 Oct. '85	59.5		11.4	89.5	12	11	84	Pittsburg and Connelleville	2,361,664		198,820			1,774,773	1,500,000	64,208	3,784,101	72.2		272,688	394,369	130,361	
31 Dec. '84	468.3		108.5		187	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330					8,181,123	12,657,000		23,942,970	468.3		8,940,773	7,120,468	3,019,097	
31 Dec. '84	28.0		8.2					Shamokin Valley & Pottsville	1,178,773	112,824				500,000	791,597	Leas'd to Northern Co.	87,070			226,818		107,400	
31 Oct. '84	28.4		3.5		7	16	28	Westchester & Philadelphia	1,313,526	102,983				684,036	1,009,095	162,312	1,855,443	28.4		118,698	273,232	149,817	
31 Oct. '84	29.6		3.5		6	4	362	Tioga	802,268	165,884				391,800	372,000	1,343	968,137	29.6		95,666	298,388	211,317	
RHODE ISLAND.																							
31 Aug. '84	50.0		2.0		16	16	108	N. Y., Providence and Boston	2,158,000					1,508,000	250,000			62.0	321,000	587,587	254,508	12	
SOUTH CAROLINA.																							
31 Dec. '85	54.9			47.4	4	2	21	Charleston and Savannah	801,615		34,372	250,000		706,365	195,226		197,905	1,099,586	51.9				
31 Dec. '85	109.6				13	9	176	Charleston and South Carolina	1,719,045					1,201,000	384,000				109.6		283,268	151,586	6
1 Jan. '89	143.2	21.3						Greenville and Columbia	2,459,769		324,161			1,423,008	1,145,000		345,046		164.5		841,190	126,871	
23 Feb. '89	102.0							North-Eastern	2,011,662					985,743	960,410		108,172	2,087,325	102.0		220,014	96,145	
31 Dec. '80	136.0	106.0			62	59	790	South Carolina							2,645,553					1,499,636	701,948	7	
TENNESSEE.																							
30 Sep. '80	47.6							Central Southern (Tenn.)	1,021,439	58,133				508,214	514,000	92,110	1,137,707	47.6		29,967	19,187		
1859.	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,387					1,299,673	2,020,000	200,000			14.0		818,718	187,466	
1859.	140.0		8.0		10	10	128	East Tennessee and Virginia	2,013,033	156,264		129,364		536,654	1,902,000	390,407			130.3	180,142	297,806	149,167	
1860.	271.6	19.4	20.0		43	37	697	Memphis and Charleston	5,866,578	875,099				3,809,949	2,669,000	260,112	7,027,797	271.0			1,635,096	873,597	
1859.	271.6	16.0	20.0	8.9	9	6	242	Memphis and Ohio	2,258,267	141,144				570,000	1,361,000	145,000							
1859.	100.0		30.6	58.8			119	Memphis, Clarkesv. & Louisv.	2,000,000	100,500				298,721	740,000								
1859.	59.0			40.1	7	5	46	Mississippi and Tennessee	1,137,400					798,285	654,949	519,815			52.4	69,870	177,256	60,029	
1859.	47.4		2.3		4	6	46	Mississippi Central and Tenn.	892,710	82,908				317,447	632,500	22,589			47.4	54,175	83,129	44,066	
1859.	34.2		7.0		12	2	51	McMinnville and Manchester	535,907	56,316				144,894	406,000	5,000			34.2	30,065	28,808	15,892	
30 Nov. '80	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,892					2,066,544	1,731,000			159.0		734,118	337,594	6	
1859.								Nashville and Chattanooga															
1860.	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016				595,922	860,000	204,544			45.8	57,950	127,958	87,243	
1859.	30.0		0.8	8.0				Winchester and Alabama						210,962	413,000	403,477			30.0		1,248		
TEXAS, (all aided by State).																							
-- '88	32.0			158.0				Buffalo Bayou, Braz. & Col'do											32.0				
-- '88	56.0			184.0				Galveston, Houston & Henderson											56.0				
-- '80	50.0		1.3	75.0	2	1	40	Houston and Brazoria	1,250,000					275,000	240,000	171,560			50.0	31,300	32,070		
1 May '80	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345					455,000	975,000	369,000			70.0	102,200	182,946	196,568	
-- '89	25.0			110.0				San Antonio & Mexican Gulf											25.0				
VERMONT.																							
31 May '85	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880,277					1,679,600	635,500		3,033,466	105.0		164,794	423,180	184,470	
31 Aug. '85	119.6		16.0		26	25	658	Rutland and Burlington	3,991,705	556,275				2,233,376	3,267,471	895,219	6,286,196	119.6		449,351	423,027	112,163	
31 Aug. '85	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683				1,097,000			1,206,683	62.5		136,761	185,474	67,785	
31 May, '87	117.0	2.0	21.0		42	40	841	Vermont Central	8,402,055					5,000,000	3,500,000	1,500,000	10,000,000	117.0		836,269	941,045	262,887	
31 May, '87	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500					1,687,500			1,687,500	oper. by Vt. Central					
30 Jun. '83	23.7		0.9		4	6	89	Vermont Valley	1,212,274	89,612				516,164	793,200		1,301,886	23.7		45,995	64,267	20,451	
30 Jun. '83	59.0	5.5	3.6					Western Vermont	1,083,500					332,000	700,000			oper. by Troy					53,852
VIRGINIA.																							
1 Aug. '89	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000				1,403,618	36,188	88,131	1,634,194		113.7	703,084	136,902	43,062	
30 Sep. '89	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548					2,069,861	775,500	118,789			77.8	47,702	54,121	16,332	
30 Sep. '89	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,166				1,500,124	590,610	155,161	9 months		79.2	47,702	54,121	16,332	
30 Sep. '89	103.5							Northwestern Virginia	5,322,160					468,005	5,719,229				103.5	845,427	248,004	loss	

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & St. Lawrence (guarant'd).	2,484,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarant'd)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	65
Buffalo, N. Y. & Erie, (guarant'd)	850,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	26
Catawissa (preferred)	1,160,000	7	7	34
Chemung (guarant'd)	350,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,525	7	7	44
Chicago & Alton (preferred)	2,425,500	7	7	103
Chicago & Northwestern (pref.)	12,984,720	7	7	66
Cocheco (preferred)	177,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1,514,300	10	10	83
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,600,000	---	---	---
Dubuque & Sioux City (preferred)	1,975,866	7	7	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & Williamsport (preferred)	500,000	---	---	---
Erie (preferred)	8,535,700	7	7	81
Hannibal & St. Joseph (preferred)	5,235,866	7	7	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Houstonian (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	600,000	7	7	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	7	60
" (2d pref.)	3,819,772	7	7	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	2,775,500	8	8	101
" (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	7	76
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,600,000	8	8	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guarant'd)	630,000	---	---	---
Paterson & Ramapo (guarant'd)	248,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Baco & Portsmouth (guar.)	1,600,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	8	---
" (preferred)	608,176	6	6	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	6	56
Toledo & Wabash (preferred)	984,700	7	7	67
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	7	---
" (2d pref.)	904,478	7	7	---
Troy & Greenbush (guarant'd)	274,400	6	6	52
Vermont & Canada, (guarant'd)	1,600,000	8	8	---
Warren (guarant'd)	1,408,300	7	7	---
White Mountains (guarant'd)	200,000	6	6	---
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,557,343	6 J. & J.	1886	87	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" " sterling	4,375,000	6 " "	1890	---	---
Preferred bonds	1,700,000	6 " "	18--	---	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	91	---
Delaware & Hudson:					
1st Mortgage	600,000	6 J. & D.	1865	110	---
2d Mortgage	600,000	6 M. & S.	1870	---	---
Delaware & Raritan:					
See Camden & Amb.R.R.					
Erie and Penn.:					
1st Mortgage	752,000	7 J. & J.	1866	---	---
Interest Certificates	161,990	6 " "	1868	---	---
Lehigh Navigation:					
1st Mortgage	414,608	6 M. & S.	1870	91	---
Six per cent. Loan	2,432,274	6 A. & O.	1884	88	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	67,000	6 " "	1865	---	---
Morris:					
1st Mortgage	455,500	6 A. & O.	1876	95	---
2d Mortgage	295,750	6 " "	1876	90	---
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	40	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	83	---
2d Mortgage	3,980,970	6 J. & J.	1882	78	---
Improvement	565,500	6 M. & N.	1876	70	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865	---	---
Md. stg. loan converted	200,376	6 " "	1865	---	---
Mortgage bonds	993,000	6 " "	1873	51	---
Preferred Interest b'ds.	227,569	6 " "	1878	24	---
Union, (Pa.)					
1st Mortgage	2,500,000	6 M. & N.	1883	25	---
West Branch & Susqua's:					
1st Mortgage, s'g fund	450,000	6 J. & J.	1878	89	---
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	85	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,243,563	---	53
Chesapeake and Ohio	100	8,224,595	---	---
Delaware Division	100	1,633,350	---	31
Delaware and Hudson	100	10,000,000	10	137
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	4,282,950	6	52
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	5	75
" (preferred)	100	1,175,000	10	112
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,932,457	---	21
" (preferred)	50	2,722,607	---	28
Susquehanna and Tide Water	50	2,048,260	---	10
Union	50	2,750,000	---	---
Union (preferred)	50	---	---	---
West Branch and Susquehanna	100	1,000,000	6	26
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 8 cents per lb.	
Pig, Scotch, No. 1 (cash)	per ton 48 @ 51
Pig, American, No. 1	50 @ 51
Bar, Refined, English	105 @ 110
Bar, Swedes, assorted sizes (in gold)	97 @ 50
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d q'ty.)	per lb. 18 @ 23
English Spring (1st & 2d q'ty.)	11 1/2 @ 13
English Blister (1st & 2d q'ty.)	13 @ 20
English Machinery	13 1/2 @ 15
German	15 @ 17
American, Blister	12 @ 14
American, Cast, Hammered	19 @ 22
American, Cast, Rolled	13 @ 15
American Spring	11 @ 13
American Machinery	15 @ 14
Milan (in bond)	15 @ 14
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New (suits)	per lb. 55 @ 55
Sheathing, Yellow	40 @ 40
Pig, Chile	55 @ 55
Braziers	55 @ 55
American Ingot (cash)	37 @ 38 1/2
LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 40 @ 40
Spanish	9 40 @ 9 60
German Refined	9 40 @ 9 60
English	9 40 @ 9 60
Bar	per lb. 12 @ 12
Pipe and Sheet	12 @ 12
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banca	per lb. 27 @ 27
Straits	26 1/2 @ 26 1/2
English	26 @ 26
Plates, Charcoal I. C.	per box 15 75 @ 16
Plates, I. C. Coke	12 50 @ 14 50
Terne, Coke	11 @ 11
Terne, Charcoal	14 50 @ 15
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash.)	
Cut, 4d @ 6d (cash)	per 100 lb. 7 50 @ 7 50
Clinch (cash)	9 @ 9 50
Copper	60 @ 60
Assable Horse, Norway Iron, Forged	41 @ 41
Zinc Nails (6 mos.)	20 @ 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	32 @ 32 1/2
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)	73 @ 74
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)	42 @ 43
Naphtha, Refined (60 @ 63 gravity)	42 @ 43

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th. 25. F. 26 Sat. 27. M. 28. Tu. 30 W. 31

Atlantic M. S. S. Co.	108	115	---	---	---
At. & Gt. W. (O) 1st mt	96	---	97	94	---
Buffalo, N. Y. & E., 1M	---	---	---	118	115
California 75	---	---	---	106	107
Canton Co.	44 1/2	44 1/2	44	44	44
Central Am. Transit	---	---	---	---	---
Chicago & Alton	105	104	103 1/2	103 1/2	104 1/2
" " pref.	105	---	105	105	107
" " 1 M.	---	---	---	98 1/2	---
" " S. F.	---	---	---	---	90
" Inc'd's	---	---	---	---	---
Chicago, Burl. & Q.	112	112	109 1/2	109 1/2	---
" " S. F.	---	---	---	---	---
Chic. & Northwest'n	29 1/2	28 1/2	28 1/2	28 1/2	28 1/2
" " pref.	55	54 1/2	55	54 1/2	54 1/2
" " 1st M.	84	---	86	84	84 1/2
" " 2d M.	---	---	---	---	---
" " S. F.	---	---	---	---	---
" " A. B.	---	---	---	---	---
" " I. B.	---	---	---	---	---
Chicago & Rock Isl.	96 1/2	97 1/2	98 1/2	97 1/2	100 1/2
" " 1st M. 70	---	---	97	---	---
Clev., Col. and Cin.	115	---	115	---	---
Clev. and Pittsburg	77 1/2	78 1/2	79	78 1/2	81 1/2
" " 2 M.	---	---	---	---	---
" " 3 M.	---	---	---	---	---
" " 4 M.	73	---	---	---	---
Clev. and Toledo	105	106 1/2	107	---	---
" " S. F. 7 p.c.	---	---	---	---	---
Cumberland Coal, pref	46	45 1/2	44 1/2	44 1/2	45 1/2
Del. & Hudson Canal	---	---	---	136 1/2	134 1/2
Del., Lack. & West.	148	149	145	---	---
" " 1M. S.p.c. 71-6.102	---	---	---	---	---
" " 2M. S.p.c. 81	---	---	---	---	---
Erie	84 1/2	83	84 1/2	81	81 1/2
" " pref.	---	---	---	---	81
" " 1 M. 7 p.c. 67	---	---	---	---	---
" " 2 M. 7 p.c. 79	---	---	---	102 1/2	102
" " 3 M. 7 p.c. 83	---	---	---	---	---
" " 4 M. 7 p.c. 80	94 1/2	94 1/2	---	---	---
" " 5 M. 7 p.c. 88	---	---	---	92 1/2	---
Galena and Chicago	---	---	---	---	---
" " 1M. S.p.c. 82	---	---	---	101	---
Hann. & St. Joseph	---	---	---	---	---
" " pref.	---	---	---	---	---
" " bonds	---	---	---	---	---
Hudson River	100	100	102	101	102
" " scrip	---	---	---	---	---
" " 1M. 7 p.c. 69	---	---	99 1/2	---	---
" " 2M. S.F.	---	---	---	---	---
" " 3M. 7 p.c. 75	---	---	---	---	---
" " conv. bonds	---	---	---	---	---
Illinois Central	117 1/2	117	115 1/2	115	116 1/2
" " Can. b'ds.	---	---	---	---	---
" " bonds	108	---	---	---	---
Marietta & Cin. 1st pref.	---	---	---	---	---
" " 2d	---	---	---	---	---
" " 1st mort.	---	---	---	---	---
Mariposa Mining Co.	13 1/2	13	13	13	13 1/2
Michigan Central	102 1/2	101 1/2	101 1/2	100	101 1/2
" " S.F. S.p.c. 82	---	---	---	---	---
" " conv. S.p.c. 69	---	---	---	---	---
M. S. and N. I.	66 1/2	67	67 1/2	68 1/2	69
" " guar'd	---	---	---	---	---
" " 1M. S.F.	---	---	---	---	---
" " 2 M.	---	---	---	---	97
Mil. and P. du Ohien	---	---	---	---	---
" " 1st pref.	---	---	---	---	---
" " 2d pref.	---	---	---	---	---
" " 1st M.	98	---	---	---	---
Minnesota Mining Co.	---	---	---	---	---
Miss. & Mo.	---	---	---	---	---
" " L.G. bonds	---	48 1/2	---	---	---
Missouri	77	76	76	---	---

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th. 25. F. 26. Sat. 27. M. 29. Tu. 30. W. 31.

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup. 93	92½	93	92½	93	93½
U. S. 5s, 10-40s, reg.	93	---	---	---	---
U. S. 5s, 1881, reg.	103½	---	---	---	---
U. S. 5s, 1881, coup.	103½	103½	103½	103½	103½
U. S. 5s, '81, O.W.Ly.	---	---	---	---	---
U. S. 5s, 1881, " 47	---	---	---	---	---
U. S. 5s, 1867, reg.	---	123½	---	---	123
U. S. 5s, 1868, reg.	---	---	---	---	---
U. S. 5s, 1868, coup.	---	---	---	---	---
U. S. 5s, 1 year certif. 98½	98½	98½	98½	98½	98½
U. S. 5s, 5-20s, c. 1882-102½	102½	103	102½	102½	103
U. S. 5s, 5-20s, c. 1864	101½	101½	---	---	---
U. S. 5s, 5-20s, c. 1865-101½	101½	101½	101½	102	101½
U. S. 5s, " reg.	101½	101½	102	102	---
7.30 Notes, 1st series. 99	98½	98½	99	98½	99½
" " 2d series. 98½	98½	98½	98½	98½	98½
" " 3d series. 98½	98½	98½	98½	98½	98½
American Gold. 139½	139½	139½	139½	139½	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W. 24. Th. 25. F. 26. Sat. 27. M. 29. Tu. 30.

Cattawissa	27	26	21	23	21	23
" preferred	39½	37½	34	35½	32½	34½
Damden & Amboy	114	115	115	115	115½	116
" " 6s/70	---	---	---	---	---	---
" " 6s/75	---	---	---	---	---	---
" " 6s/83	---	---	---	---	---	---
" " 6s/89	82½	83½	---	83½	83½	---
" mort. 6s/89	---	---	90	---	---	---
Ches. & Del. Canal 6s/86	---	---	---	---	---	---
Del. Div. Canal	31	31	31	---	---	31
Elmira & W'msport	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 7s	---	---	---	---	---	---
Lehigh Navigation	53½	53½	55	52½	---	---
" " 6s/70	---	---	---	---	---	---
" " 6s/84	---	---	---	---	---	---
Lehigh Valley R. R.	61½	61½	61½	61½	61½	61½
" " 6s	---	---	---	---	---	---
Little Schuylkill R. R.	32½	---	---	---	31	---
" " 7s	93	---	---	---	---	---
Long Island	---	---	---	---	---	---
" " 6s	---	---	---	---	---	---
Minehill	54½	---	---	---	54½	---
Morris Canal	75	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 6s/76	---	---	---	---	---	---
North Pennsylvania	33½	33½	33½	34½	34½	35
" " 6s	---	---	---	---	---	---
" " 10s	---	---	---	---	---	---
Northern Central	44½	44½	44½	44½	---	---
Pennsylvania R. R.	54½	54½	54½	55	54½	54½
" " 1st m. 94½	94½	94½	94½	94½	94½	94½
" " 2d m.	---	---	---	---	---	---
Penn. State, 6s	86	86½	---	86	86	---
" " 6s coupon	---	---	86	85	---	---
" " 6s W. L.	---	---	---	---	---	101
Philadelphia City, 6s	87½	---	87½	87	---	---
" " new. 91½	91½	91½	91	90½	91	---
Philad. Germ. & Nor.	---	---	---	54	54	54
Phila. & Reading	50	49½	49	49½	49½	49½
" " 6s/86	---	---	---	---	---	---
" " 6s/70	---	---	---	---	---	---
Philadelphia & Erie	30	29½	27½	29½	---	---
" " 6s	---	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---	---
Schuylkill Navigation	32	---	---	21½	---	---
" " pref.	28	27½	23	27½	28½	---
" " 6s/82 76	---	---	---	---	---	---
" " 6s/76	---	---	---	---	---	---
" " 6s/72	---	---	80	83	---	---
Susq. Canal	---	---	---	9	---	---
" " 6s/78	---	---	---	---	47	---
Union Canal, pref.	4½	3	3½	3½	5½	5½
" " 6s/83	24½	---	25	---	---	---
West Br. Canal 6s/78	---	---	---	---	---	---
Wyoming Valley Canal	---	---	---	57	---	---
" bonds	---	---	---	---	---	---
Hestonville, (Horse)	30½	36	36	34½	34½	38½
Chestnut & Wal.	---	---	---	---	---	---
Green & Cones,	---	---	---	30½	---	---
2d and 3d streets,	71	---	---	---	---	71
Spruce & Pine,	---	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W. 24. Th. 25. F. 26. Sat. 27. M. 29. Tu. 30.

Baltimore City 6s, 1875	100½	100½	---	---	---
" " 1880	---	---	97	---	---
" " 1870	---	---	---	97	---
" " 1880-100½	100½	---	---	---	100½
Balt. and Ohio	---	113	---	113	---
" " b'ds, '82	---	---	---	---	---
" " " '87	---	---	---	---	---
" " " '75	---	---	---	---	97½
" " " '80	---	---	---	---	---
" " " '85	98	---	---	---	---
Northern Central	---	86	85	---	86
" " b'ds, '85	---	---	---	---	---
" " " '90	---	---	---	---	---
City Passenger R. R.	---	18½	18½	18½	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th. 25. F. 26. Sat. 27. M. 29. Tu. 30. W. 31.

Boston and Lowell	91	---	91	---	---
Boston and Maine	117½	---	---	---	---
Boston and Providence	---	128½	---	---	128
Boston and Worcester	130	---	130	---	---
Cheshire, pref.	44	---	44½	44½	---
Concord	59½	---	59½	---	---
Connecticut River	---	103	---	---	---
Eastern, Mass.	---	99½	---	99	---
Eastern, N. H.	---	---	105½	106½	---
Fitchburg	---	---	---	---	---
Manchester & Lowell	---	---	---	---	---
Michigan Central	---	---	---	---	---
Northern, N. H.	91½	90½	---	---	---
Old Colony and Fall R.	101	100½	100½	100½	100½
Ph. Wil. & Baltimore	57½	57½	57½	---	---
Port'd, Saco & Ports	94½	---	95	95	---
Vermont & Canada	---	---	---	---	---
Vermont & Mass.	39½	39½	39½	---	39½
Western	137	---	137½	---	---
Broadway (Horse)	---	---	---	---	---
Cambridge	---	---	---	---	---
Metropolitan	46½	48	49	49½	49
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	26½	---	26½	---	26½
Franklin	---	37	37	37	37½
Huron	---	---	39	---	---
Isle Royale	15	14½	---	14½	---
National	---	---	---	19½	19½
Minnesota	17½	---	17½	---	17½
Pewabic	36½	36½	36½	---	36½
Pittsburg	---	---	---	---	---
Quincy	55	55	54½	56	56
Rockland	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of January:

United States 6s, 1881	---	to	---
Do. 5s, 1874	---	---	---
Do. 6s, 5-20s, 1882	64½	---	66
Virginia State 5s	48	---	52
Do. 6 per cent.	40	---	42
Atlantic and Great Western,	---	---	---
N. Y. sec. 1st mort., 1880, 7 per cent.	76	---	78
Do., 2d mort., 1881	75	---	77
Pennsylvania, 1st mort., 1877	79	---	81
Do., 2d mort., 1882	73	---	75
Erie shares, \$100 (all paid)	57½	---	58
Do., 7s, preference	---	---	---
Do., 7s, 1st mort., 1887	---	---	---
Do., 7s, 2d mort., 1879	---	---	---
Do., 7s, 3d mort., 1883	---	---	---
Do., 7s, 4th mort.	---	---	---
Do., 7s, 5th mort.	---	---	---
Illinois Central 6s, 1875	80	---	82
Illinois Central 7s, 1875	65	---	70
Do. do. \$100 shares, all paid	76	---	76½
Marquette and Cincinnati Railroad Bonds	72	---	74
Michigan Central 6s, Convertible, 1869	---	---	---
Do. do. S. F. 1st mort., do. '82, x. c.	---	---	---
Michigan S. and N. Indiana 7s, S. F., 1885	---	---	---
Do. do. do. \$100 shares	---	---	---
New York Central 6s, S. F., 1883	---	---	---
Do. do. 7s, 1864	---	---	---
Do. do. 7s, S. F., 1876	---	---	---
Do. do. 7s, Convertible, 1876	---	---	---
Do. do. \$100 shares	---	---	---
Panama, 1st mortgage 7s, 1865	---	---	---
Do. 2d mortgage 7s, 1872	101	---	103
Pennsylvania, 1st mort., 6s, Convertible	---	---	---
Do. 2d mort., 6s, do.	84	---	86
Do. \$60 shares	35	---	40
Phil. & Erie, 1st mort., 1861, guar. by P. R. R.	74	---	76

American Railroad Journal.

Saturday, February 3, 1866.

Stock Exchange and Money Market.

The most interesting topic in our financial circles the past week has been the panic in the British money market, and the characteristic attempt of the London *Times* to make American commerce responsible for it. It openly asserts that our importers have taken more goods from the English work shops than they have been able to pay for, and that our defalcation, for it is nothing more nor less than this, is at the bottom of this foreign difficulty. We have good reason to believe that this story is made out of whole cloth. The *Times* has in fact had its statements refuted by its own correspondents, and our own information derived from the best home authorities, is to the effect that the charge is groundless. During the war there was a very great shyness displayed

by British merchants towards all American transactions, except where they were of a contraband character, and our own, were equally cautious, not to go largely into transactions, the result of which the wisest could not foresee. Our markets were become quite bare of foreign goods, and it is preposterous to say that in the last ten months we have over-traded to such an extent as to endanger our solvency, or impair that of the English dealers. On the contrary, our shipments of specie have been large and constant, and more recently, if these have fortunately diminished, we have remitted in their stead very large quantities of cotton in a legitimate way, and quite enough to make up any deficiency in our cash remittances. Besides, our exports have for some months past been largely on the increase. If we were so deeply in debt as the *Times* alleges, gold and exchange would have risen rather than fallen, a fact which speaks volumes. But what do the well informed of the British journalists themselves say on this subject. In addition to the denials of the London *News*, we find in the Iron Trade Circular of Birmingham, a periodical thoroughly posted in the financial and manufacturing interests of its own country and ours, some interesting statements bearing on this question, and in reply to the *Times*. It publishes a table showing the iron exports from Liverpool to the United States for the last twelve years, proving most conclusively there has been no over-trading on the part of the Iron trade. On the contrary it is now and recently has been below the average. It goes further; it says. "It is not just to impute the present difficulty, for such it is, in money, to a speculative overplus of consignments to the United States. Of what could they consist! Not of cotton goods certainly, for our manufacturers had no stock on hand, not of hardware, nor of iron, pig, or manufactured, for of the first the rise has been distinct, progressive and moderate; and as regards the latter, the figures we have given, contradict the statement that we have in any way exceeded or even reached the average supplies of the last 12 years. Since every supply sent out, as far as our knowledge goes has been distinctly justified by the demands of the American markets, recorded in their own Trade reports." After such an admission as this, we think the assertions of the *Times* may be dismissed without hesitation, as being entirely groundless.

It is well to notice that while in England American credit and securities are constantly assailed by these cavillers, on the continent they are growing in favor. The same Circular from which we have already quoted, says "it will be hardly credited that within the last two months only, Germany has bought ten millions of the National debt of the United States, and the investment is still proceeding. It is supposed that the bills lately drawn on Frankfurt on account of these bonds amount to 70,000,000 florins, a total never before reached. The claims on the Frankfurt Bank have been extensively heavy, amounting on an average to almost a million of florins daily."

As long as "the mania for American bonds continues, we shall experience a constantly increasing pressure." "Already mortgages on houses for which 4 per cent. was a full rate, are now not freely taken at 5 per cent." "This is a matter of serious importance to our Money Mar-

ket." It is Frankfort then, the *Times* shall assail and not the United States. The truth is, American securities are rising in the estimation of the financial world. All we have to do is to keep them in a sound condition, and they will take precedence of all others.

In connection with this requirement, we have to notice the recent report of the United States Revenue Commission, made to the Secretary of the Treasury by Messrs. Welles, Colwell & Hayes, the former best known for an excellent pamphlet on the burden and resources of the country. The report is considered an able one, examining all the present and future sources of revenue, the defects of the present system, the remedies, and the probable result of an improved one. It proposes the abrogation of many kinds of taxation which are extremely offensive, and produce but little revenue, and looking to simplicity in the choice of taxable products, and the application of sound principle to transactions which can best bear taxation, predicts a very large increase to the annual receipts of the Treasury, as much in the total as \$435,000,000. The report gives a very unfavorable picture of the practical working of the Treasury Department, and recommends a wholesale change in its internal arrangements. We highly approve of the practice of referring the consideration of such questions as these to special commissions. Congressional committees are rarely competent to the task, or willing to give it their deliberate attention. In Great Britain the ablest reports of this character are obtained in a similar manner, and it is to be hoped the practice will obtain with our Government.

The weekly return of the New York associated banks to January 27, shows the following result: Increase of loans, \$1,070,110; in circulation, \$490,176; decrease in specie, \$2,158,618; in deposits, \$3,808,794; in legal tenders \$2,480,746. The decrease here stated is attributed to the flow of temporary deposits into the Sub-Treasury with how much truth, however, we are unable to say, except in the instance of specie, it being known that the customs receipts for the last week amounted up to \$3,226,000.

Government stocks are firm, and in fair demand. Railway securities and shares generally are chiefly under the control of "professional operators," the outsiders choosing to remain outside at present. A very large number of persons have turned their attention to the purchase and sale of stocks, and when we consider the enormous amount of the market, and the fortunes made even by the handling of them, we do not wonder at the liveliness of the street, nor the activity of the dealers. The present system of inflation, loans and currency affords golden opportunities to the quick-witted habitues of the street, and they are not in favor of any financial policy which would narrow and check their operations. We notice that some of the most prominent, occasionally venture into print to sustain the present system, but their opinions are too much the result of self-interest to be authoritative.

We notice from the Price Currents a general decline in prices, as in the case of flour, which in the last week has fallen off nearly a dollar per bbl. If our paper dollar can be made to appreciate, we can bear a more gradual return to old prices, for it is evident that 100 cents to the dol-

lar will buy more even of a high priced article than 70 cents. This fact seems to escape the attention of many writers on the subject of the currency, though it is one of the greatest importance to consumers.

The gold market is rather drooping, though it had a spasmodic rise of about 1 per cent. at the beginning of the week. It is now pretty well understood that the next crop of cotton is to be a much better one than was anticipated. The freedmen have in many of the cotton States returned to the "shovel and the hoe," which they in the end will find their best friends, and lead to independence and respectability much sooner, than idle, dreaming and foolish talk. The question of suffrage may very well be postponed until food and clothing are certain; it is one which made no issue in the war, was not decided by it, and should not be interpolated and thrust in now as any incident of the conflict, or offering a conclusion to be drawn from it. Any new question raised at this time will have the effect to postpone the financial recovery of the reconstructed States, whose aid is now wanted for the support of the National credit, and should not be postponed for abstractions, however plausible.

We have to remark that the stock of our city banks continue to bear a high price in the market. We notice that some institutions stand at high figures; the 1st National at 210-15, others at 140-50, and a large number at 110 and upwards. It is evident that these institutions are prospering greatly under the present condition of affairs.

Foreign exchange is dull, and two per cent. below par for 60 day commercial bills, a pretty conclusive evidence that our importers are not pushed by their foreign creditors if they have any. The gold receipts for customs at this port for the last four years are thus stated: 1862, \$52,254,116 32; 1863, \$58,880,054 42; 1864, \$66,937,127 11; 1865, \$101,772,965 94. It is believed that this increase in the last year is owing considerably to withdrawals from warehouse of imports of a previous date.

One of the remarkable sources of our mineral wealth is the Lake Superior copper region. About five thousand four hundred tons of this valuable metal have been produced there during the past season. The difficulties in Chili have considerably enhanced the price of this article in Europe and this country.

It is perceived as we have already mentioned, that gold has slightly advanced in the market. It has got up to 140, and if things continue as they are, we may expect a still further rise. The most vigorous efforts are being made wherever they can be of effect to prevent an early return to specie payments, or in other words giving our currency an increased purchasing power and more value. Two months time has been passed by Congress without making the least progress toward this desirable object, the Secretary instead of being cheered on in his policy, is kept on the defensive by the advocates of inflation and high prices, and has to bear the unpopularity of doing nothing when it is not his fault that action does not take place at once. If gold is to go up again to anything like its old prices, the sufferings of the people at large will be intense. They must in a large majority of cases do without many of the neces-

saries of life, for prices will go up again. Every per cent. rise in gold is followed by 5 and 10 per cent. rise in currency prices. From this oppressive state of things we were beginning to escape, and the talk of resumption, a coming event, cast its friendly shadow before it. But if we are to be tied up by the influences of paper money, and delivered up to the mercies of speculators and money changers, we see before the people of this country a fate of which they do not even dream. We may see them at last in two classes only, the rich, made so without labor or industry, but by our financial embarrassments, and the poor, whose whole efforts will be necessary to obtain food. The enormous fortunes made in the last four years by contracts, stock gambling and other methods which a redundant currency generates, are already seen to influence very badly the tone of American society, if not to sap its morals. When we therefore advocate a return to a sound currency, we are perhaps without knowing it, advocating the best interests of the State and of individuals, we are in fact talking religion itself in its most practical form.

The exports from this port for the week ending January 30, exclusive of specie, were \$3,449,470.

The business of the Sub-Treasury was something on the same scale, the balance on Wednesday having swelled to \$7,620,080.

For the weekly changes in prices, we as usual refer our readers to our tables.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 84; do., 2½s, 78@80; Ohio 6s, 1881, 94½; N. Y. State 7s, Bounty Loan, 99¾; Louisiana 6s, 81½; Illinois War Loan, 96; Brooklyn Park Loan, 84½; Hannibal and St. Joseph 1st L. G. Bonds, 92; Milwaukee and St. Paul 1st mort., 80; Sixth Avenue R. R., 136; Stonington, 117; N. J. Central, 114¾; Morris and Essex R. R., 103¾; Butler Coal, 13½; Wyoming Valley, 50; Wolf Creek Diamond, 96¾; Schuylkill Coal, 16; American Coal, 66; Lehigh and Susq. Coal, 5½; Copake Iron, ½; Mariposa pref., 17½; Citizens Gas, 118; Western Union Tel., 54; Union Navigation, 100; Rutland Marble, 14; Bank of Commerce, 105; Merchants Bank, 110½; Bank of New York, 110; Am. Ex. Bank, 113; Bank of Republic, 112; Metropolitan Bank, 121; Importers and Traders Bank, 100; 4th National Bank, 98; 9th National Bank, 109½; Phoenix Bank, 96; Central Bank, 108; Continental Bank, 96; Shoe and Leather Bank, 103.

Philadelphia.—Allegheny Co. coupon 5s, 72½; Westchester 7s, 76; 10th and 11th streets R. R., 52½; West Philadelphia R. R., 67½; 13th and 15th streets, 32; Fulton Coal, 7½; New Creek Coal, 1½; Mahanoy Coal, 6½; Buck Mt. Coal, 45; N. Y. and Middle Coal Fields, 7; Big Mt. Coal, 5½; St. Nicholas Coal, 8½; Swatara Falls, 2; Preston Coal, 18; Farm. and Mech. Bank, 122; Mechanics Bank, 23¾; Bank of North America, 202½; Philadelphia Bank, 140; Commercial Bank, 50½; Girard Bank, 52; Union Bank, 54½; Corn Planter Oil, 1½; Dalzell, 1½; Excelsior, ¾; Junction, 1½; Maple Shade, 4½; McElrath, 2¼; McClintock, 1½; McKean, 8½; Mingo, 2½; McLhenny, 1½; Ocean, 16; Phila. and C. R., ½; Spencer, 1¼; Sugar Creek, 4½; Wm. Penn., 1. The latest quotations are: City 6s,

86½@87; do., new, 91@91½; State 5s, 85¾@86; do., coupon, 89@89; do., 6s, W. L., 101@101½; Phila., Wil. and Balt., 56½; Reading, 50@50; do., 6s, 1870, 98@93½; do., bonds, 85@86; do., con., 100@107; Camden and Amboy, 116¾@117¾; Penn. R. R., 54¾@55; do., 1st mort., 94½@95; do., 2d mort., 92@92; Little Schuylkill R. R., 31¼@32; Morris Canal, 79@84; do., pref., 114@114½; do., bonds, 90@95; Wyoming Valley Canal, 57@58; do., 6s, 80@85; Susquehanna Canal, 10½@10¾; do., 6s, 50@51; Sch. Nav., 21½@22¼; do., pref., 28@28½; do., 6s, 1882, 75@76½; Union Canal bonds, 25@25½; Delaware Div. Canal, 31@31; do., bonds, 80@84; Elmira and Williamsport, 27@30; do., pref., 38@40; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 51¼@53; do., bonds, 1884, 90@91; North Pennsylvania, 38¼@38½; do., 6s, 83@83½; Philadelphia and Erie, 29½@29¾; do., 6s, 86@87½; Minehill, 54¼@54¾; Catawissa, 23¾@24; do., pref., 34¾@35; Lehigh Valley, 60@61½; do., bonds, 89½@90; Fifth and Sixth streets, (horse), 40@52; Second and Third, 71@72; West Philadelphia, 67@70; Spruce and Pine, 35@36; Green and Coates, 30@34; Chestnut and Walnut, 52½@52¾; Thirteenth and Fifteenth, 32@32½; Girard College, 25¼@27; Tenth and Eleventh, 52¼@52¾; Norristown, 53¾@54½; Union, 21@27; Hestonville, 33¾@34¾.

Boston.—Rutland and Burlington 1st mort., 72; do., endorsed, 66; do., 2d mort., 23½; Western R. R. 6s, 1875, 94; Vermont and Massachusetts 6s, 91; Boston, Hartford and Erie 7s, 55; Vermont Central 1st mort., 80¾; Mad River and Lake Erie 6s, 68; Old Colony and Fall River 6s, 1867, 96¼; Ogdensburg and Lake Champlain R. R., 38; Cape Cod R. R., 68; Worcester and Nashua, 103; Boston, Concord and Montreal pref., 65; Granite Railway, 59¾; Taunton Branch 105½; Sandusky, Dayton and Cin., pref., 26; Maine State 6s, 95¼; Massachusetts 6s, 1871, gold, 107¾; Rhode Island 6s, 1882, 92; Vermont 6s, 98; Cambridge 6s, 1875, 95¾; Chicago 7s, 1888, Water Loan, 92; Bath 6s, 1891, 91¼; Boston 5s, 1868, gold, 110; do., 6s, gold, 118¼; do., 6s, 1874, currency, 99¾; Boston Water Power Co., 24½; Cary Imp. Co., 7½; Waverly Co., 4; Union S. S. Co., 93¾; Adams Express Co., 395; Mt. Pleasant Coal, 30; Mammoth Vein Coal, 7¾; Franklin Coal, 20; Roaring Brook Coal, 50; Locust Dale Coal, 18; Boston and Nova Scotia Gold, 1.85; Chelsea Gas, 95½; North Bridgewater Gas, 30½; Shawmut Bank, 105; Webster Bank, 103½; Columbian Bank, 106½; Freemans Bank, 112½; Old Boston Bank, 63; Merchants Bank, 110; Eagle Bank, 110¾; Atlas Bank, 105¼; Suffolk Bank, 117¾; 3d National Bank, 103¾; City Bank, 108¾; Revere Bank, 120; Albany and Boston Mining Co., 13½; Bay State, 10; Eagle River, 2; Hancock, 14½; Humbolt, 4½; Superior, 2½; South Side, 1¼.

Baltimore.—N. W. Va. 1st mort., 97; Marietta and Cincinnati bonds, 86; Bare Hill Mining Co., 1.20; Liberty, 0.50; Mineral Hill, 0.40; Maryland, 0.40; Canton Co., 43; Santa Clara, 10; Penn. Oil, 0.60; Baltimore Chrome, 0.80; National Express Co., 4; Union Bank, 73; Merchants Bank, 108; Bank of Baltimore, 106; Marine Bank, 31½; Bank of Commerce, 26½; Franklin Bank, 11¾; Mechanics Bank, 23; Citizens Bank,

13. The latest quotations are: Balt. and Ohio, 112@114; do., 6s, 1867, 96@97; do., 1875, 97@98; do., 1880, 97@98; do., 1885, 99@99; Northern Central, 45@45½; do., bonds, 1885, 85½@86; N. W. Va. 1st mort., 1873, 97@98; do., 2d mort., 95@98; do., 3d mort., 1885, 20@30; do., guar., 93@98; Marietta and Cincinnati 7s, 1891, 85½@86½; Central Ohio 1st mort., 80@85; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@79; do., guar., 97½@100; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97¼@97½; do., 1873, 96@98; do., 1875, 100¼@100½; do., 1886, 98@99; do., 1890, 100½@100½; do., coupon, 100@100¾; do., 5s, 1888-'70, 82@83; City Passenger R. R., 17¼@18¼; Canton Co. 44½@44½; Gardner, 0.30@0.90; Gas Coal, 0.60@0.75; Maryland, 0.35@0.40; North State, 0.10@0.10; Springfield, 0.70@0.75; George's Creek, 101@102; Santa Clara, 9½@11; Balt. Chrome, 0.50@1.80; Bare Hill, 1.10@1.20; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.40@0.45; Baltimore Coal, 150@200.

Management of Switches.—Ball's Safety Patent.

It is well known that most of the serious accidents which occur to railway trains are owing to the neglect of the switches, and the forgetfulness of those in charge of them.

Mr. Milton Ball, of Canton, Ohio, has invented a very simple and economical plan by which these dangers may be avoided, and perfect attention on part of the switch tender secured. It consists of a small enclosure at the side of the track in which a vertical lever is placed and by which the track is changed.

The same motion of the lever which produces this change, by an ingenious arrangement closes the place or structure in which the switch tender is obliged to be, and at the same time shuts him in. He cannot get out without moving the switch back again to its ordinary place, a positive and practical demonstration of the alteration it is impossible not to perceive. In this way he is in fact compelled to do his duty, and entire safety to the train and passengers is obtained in a purely mechanical way.

The expense of the arrangement is very trifling, as it is applicable without the least difficulty to the ordinary switches in use.

Improvement of the Hudson River.

The navigation of the Hudson river has from time immemorial, even during the days of the first settlers at Albany been interrupted by the creation of bars below that city. Even the small sloops of 80 tons were some times unable to get up to the town. Every few years spasmodic efforts have been made by the State Legislature to improve the navigation, and considerable sums have been expended for this object. Within the last three years, the attempts under a commission have been more persistent and successful. Liberal appropriations have been made by the Legislature, and the funds have been prudently expended. The Commissioners have performed their duties in the most faithful and satisfactory manner, and the improvements made have been really very great. Their report for 1865 has just been published. The expenditures for the year are stated to be \$116,072 24, of which \$67,365 07

were for the dyke at Cuyler's bar. The Commissioners recommend the following means for the improvement of the river:—

"The experience of the past has demonstrated that an increased depth of navigable channel can be had to almost any desirable extent, by use of means as stated in the report of the Commissioners appointed under act chapter 122, Laws of 1863, as follows: 'To cut through the shoals by dredging, to narrow and straighten the channel by constructing parallel piers or dykes, increasing its velocity by confining the water, and to depend on its downward flow, thus accelerated, to scour out the channel and prevent the formation by deposit of new shoals. By this means the flood-tides are caused to flow upward with less impediment and friction, and consequently with increased velocity and volume. By these processes the navigation is aided not only by deepening the bed of the river, but also by the water rising faster and higher.'

If the Clyde has been deepened so as to admit ocean vessels we do not see why the Hudson can not be equally improved.

New York and New Haven R. R.

It having been finally decided by the courts that the New Haven Railroad Company must pay the bonds fraudulently issued by Schuyler, the Directors have voted to increase the capital stock of the road to \$5,000,000, which will raise enough funds to meet the amount required. On the 27th ult. the subscription books were opened, and all who were stockholders then will be allowed to subscribe for the new stock by surrendering two and a half shares of their old stock for one of the new, and paying for the new stock seventy-five dollars per share. The capital stock of the company was formerly \$3,000,000. The amount of fraudulent bonds was \$2,100,000. A large part of these were bought up by compromising with the holders, the capital stock being increased to accomplish it. The present increase will now pay up all the liabilities caused by the fraudulent issue. The road is considered worth \$10,000,000.

Texas Railroads.

The railroads in Texas complete and in operation, are from Galveston to Houston 40 miles, from Houston to Millican 80 miles, from Harrisburg to Alleyton 80 miles, from Houston to Columbia 45 miles, from Hempstead to Brenham 30 miles, from Houston to Beaumont 75 miles, and from Marshall to Shreveport 40 miles. Total distances, 390 miles. Besides these, a road from Indianola to Victoria, 40 miles, has been long contemplated and partly graded, and one from Brazos Santiago to Brownsville, 30 miles, is in progress. But the great railroad enterprise, which is beginning to engage the attention of the people, is the Kansas City and Galveston Railroad.

Articles of incorporation of a new railroad company called the "La Crescent, Rochester and Yankton Railroad Company," has been filed with the Minnesota Secretary of State. The object is to construct a railroad from the Mississippi River through the Southern tier of Minnesota counties to the Missouri River. The capital is \$10,000,000.

The earnings of the Philadelphia and Erie Railroad for the six months ending December 31, 1865 amounted to \$1,333,471; corresponding period of 1864, \$648,939—showing an excess of \$684,532 for last six months of 1865 over corresponding period in 1864—an increase of nearly 106 per cent.

Anthracite Coal Trade of the United States.

The following table will show the number of tons of coal sent from the different coal regions in 1864, and 1865:

	1864. tons.	1865. tons.
<i>Schuylkill Region:</i>		
By Reading Railroad.....	2,763,374	*2,813,176
" Schuylkill Canal.....	1,000,500	1,022,740
From Pinegrove.....	24,534	†18,485
By Mahoning and Lehigh...	132,808	218,378
Total.....	3,921,216	4,072,779
Less Lehigh, Shamokin and Lackawanna.....	272,153	336,977
	3,649,063	3,735,802

Lehigh Region:

By Lehigh Valley Railroad..	1,295,419	1,402,277
" Canal.....	758,087	888,784
McCauley's Mt.....	1,787	546
By Little Schuylkill Railroad	8,690	.....
	2,063,983	2,291,607
Less Wyoming Coal.....	9,314	250,694
Total.....	2,054,669	2,040,913

Wyoming Region:

Wyoming Canal, S.....	536,088	329,506
North Branch, W.....	94,054	28,957
Penn. Coal Co.....	759,544	†577,482
Scranton, North.....	338,729	264,293
" South.....	963,728	742,781
Del. and Hudson Co.....	852,136	759,570
Lack. and Bloom, S.....	407,243	501,236
By Lehigh.....	9,314	250,694
Total.....	3,960,836	3,254,519
Shamokin Region.....	333,478	457,162

Total anthracite.....	9,998,046	9,488,396
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Semi-anthracite:

Frank. Coal Co. S. W.....	61,952	75,495
" " L. V.....	68,021	61,405
Trevorton.....	56,501	27,095
Broad Top.....	386,645	315,996
Total.....	573,119	479,991

Bituminous:

Cumberland Coal.....	665,605	903,495
Imported—foreign.....	510,708	685,052
Total.....	1,749,432	2,068,538
Add anthracite.....	9,998,046	9,488,396
Total tons.....	11,747,478	11,556,934

CENTRAL NEW JERSEY RAILROAD COAL TONNAGE.

The quantity of coal transported over the Central Railroad of New Jersey from 1861 to 1865, was as follows:

	Lehigh tons.	Lackawanna tons.	Total tons.
1861.....	254,367	568,869	823,935
1862.....	311,296	502,375	816,571
1863.....	435,729	613,254	1,049,683
1864.....	474,221	675,743	1,149,964
1865.....	579,619	494,687	1,004,306

Of the above quantity 87,217 tons Lehigh, and 10,895 tons Lackawanna, in all 98,111 tons, were used on the line; the balance reached Elizabethport.

* The whole coal tonnage of the Philadelphia and Reading Railroad, including the Lebanon Valley Branch, was in 1865, 3,090,814 tons. Only the coal carried from Schuylkill County is embraced in this table.

† The whole trade from Pinegrove was 157,840 tons. The balance is embraced in the railroad report.

‡ Of this quantity 47,025 tons were sent via Delaware and Hudson Coal Company's Canal, and 530,457 tons by rail to Newburg.

SCHUYLKILL REGION.

The quantity of coal sent to market from the Schuylkill region in 1865 was 3,735,802 tons.

MAHANOEY COAL TONNAGE.

The number of tons of coal sent from the Mahanoy region in 1865 was 1,823,655
In 1864..... 1,501,518

Increase in 1865..... 322,137
Nearly half the coal mined in 1865 came from the Mahanoy and Locust Mountain Regions.

LATERAL RAILROADS.

The following is the tonnage of the different lateral railroads in Schuylkill County, in the years 1864 and 1865:

	1864.	1865.
Mine Hill and S. Haven.....	1,517,357	1,579,494
Mill Creek.....	436,163	326,367
Mahanoy and Broad Mt.....	776,670	802,885
Schuylkill Valley.....	230,961	222,629
Mount Carbon.....	115,637	101,826
Little Schuylkill.....	537,396	585,535
Lorberry Creek.....	164,381	111,773
Swatara.....	46,835	46,067

	3,826,400	3,776,575
Union Canal.....	212,216	157,840

The coal that passed over the Union Canal Railroad is received from the Lorberry Creek and Swatara roads. The Mahanoy Coal also passed on the Mill Creek Railroad, making the tonnage of that road in 1864, 1,212,833 tons, and in 1865, 1,129,252 tons.

MORRIS CANAL COAL COMPANY.

The following is a statement of the amount of coal which entered the Morris Canal since 1861:

Lehigh coal from—			Scranton—		
Years.	tons.	Total	Years.	tons.	Total
1861.....	272,616	1,401	274,017	140,922	414,939
1862.....	106,431	45,738	152,169	172,128	324,297
1863.....	208,397	48,234	256,631	145,815	402,446
1864.....	194,097	37,644	231,741	151,122	382,866
1865.....	217,814	74,171	291,985	124,204	416,189

EAST PENN. RAILROAD COAL TONNAGE.

The coal trade of the East Pennsylvania Railroad from the Lehigh Region, was:

	tons.		tons.
In 1860.....	11,030	In 1863.....	9,526
" 1861.....	10,622	" 1864.....	9,341
" 1862.....	6,667	" 1865.....	8,845

NORTH PENN. RAILROAD COAL TONNAGE.

Quantity transported over their road from the Lehigh Region in the following years:

	tons.		tons.
In 1858.....	73,124	In 1862.....	103,947
" 1859.....	80,432	" 1863.....	113,680
" 1860.....	91,327	" 1864.....	123,475
" 1861.....	98,389	" 1865.....	129,695

PHILADELPHIA AND READING RAILROAD.

Amounts of coal received from various lateral railroads in Schuylkill coal Region:

Schuylkill Valley Railroad.....	95,294
Mill Creek Railroad.....	228,286
Mahanoy and Broad Mt. R. R.....	702,926
Do., from Shamokin and Pottsville R.R.	9,895
Total at Port Carbon.....	1,036,401
Mt. Carbon R. R. at Mt. Carbon.....	38,911
Minehill and Schuylkill Haven R. R. at Schuylkill Haven.....	1,072,836
Schuylkill and Susquehanna R. R. at Auburn.....	143,078
Little Schuylkill R. R. at Port Clinton..	521,950
	2,813,176

Bituminous and anthracite from Harrisburg and Dauphin.....	277,638
Total of all.....	3,090,813

SCHUYLKILL NAVIGATION COMPANY.

The number of tons of coal transported by this company in 1865, was 1,022,740 against 1,000,500 in 1864. The supply for the line in 1865 was 87,250 tons, and sent south of Philadelphia, 46,893 tons.

COAL TRADE OF THE LINE.

The trade of the line between Pottsville and Philadelphia and on the Lebanon Valley Railroad was as follows in the last five years:

Years.	Railroad.	Canal.	Total.
1861.....	278,647	156,673	435,320
1862.....	416,856	129,060	545,916
1863.....	548,755	122,834	671,589
1864.....	634,074	114,364	748,448
1865.....	659,379	87,250	746,629

Of the above tonnage 620,275 tons were delivered at the following points on the line where there are iron works.

	Railroad.	Canal.	Total.
Leesport.....	4,843	12,912	17,755
Reading.....	147,697	28,369	176,566
Birdsboro'.....	11,216	2,036	13,252
Pottstown.....	12,626	919	17,545
Phoenixville.....	67,567	252	69,819
Norristown.....	109,019	1,883	110,901
Conshohocken.....	8,157	1,824	10,081
Spring Mills.....	.....	15,256	15,256
Swede's Falls.....	4,756	.....	4,756
Manayunk Falls, Nicetown & Germant'n.	113,616	5,713	119,329
Robeornia, (Leb. Val.)	15,345	.....	15,345
Lebanon (")	49,670	.....	49,670

Supply in 1865.....	620,275
Supply in 1864.....	655,798

Decrease at these points in 1865..... 35,523
—Caused by the stoppage of the iron works a considerable portion of the season.

QUANTITY SENT TO PHILADELPHIA.

The following is the quantity of coal sent to Philadelphia in the following years by railroad and canal:

	Railroad.	Canal.	Total.
1861.....	273,473	473,965	747,438
1862.....	316,631	290,583	607,214
1863.....	388,352	237,563	625,915
1864.....	373,070	307,430	680,500
1865.....	380,233	296,925	677,158

The quantity of Schuylkill Coal consumed on the line of the railroad and canal, exceeds the quantity delivered at Philadelphia for consumption.

The receipts of coal at Port Richmond were as follows since 1861:

	Tons.		Tons.
1860.....	1,886,447	1863.....	2,128,154
1861.....	909,112	1864.....	2,058,423
1862.....	1,325,400	1865.....	2,051,202

The loss and gain for 1864 and 1865, at the following points we sum up as follows:

	1864.	1865.		1864.	1865.
	Loss.	Gain.		Loss.	Gain.
On the line.....	76,859	1,819	.....	.....	.....
At Philadelphia.....	54,587	3,342	.....	.....	.....
At Richmond.....	69,731	4,221	.....	.....	.....
Eastern trade by canal.....	53,560	.....	.....	.....	.....
	69,731	185,006	9,382	12,966	.....
	69,731	.....	9,382	.....	.....
Gain in 1864 and 1865.....	115,275	.....	3,584	.....	.....

LEHIGH VALLEY RAILROAD.

The number of tons of coal distributed on the line of the Lehigh Valley Railroad in 1865, was 1,402,277; in 1864, 1,295,419—increase in 1865, 106,858 tons.

LOCUST MOUNTAIN COAL AND IRON COMPANY.

The quantity of coal mined and sent to market by this company in 1865, was 366,997 tons.

DELAWARE AND HUDSON CANAL COMPANY.

The number of tons of coal mined and forwarded on the railroad of this company for the year ending December 15, 1865, was 812,094
Same period last year 886,841

Decrease in 1865 74,747

CONSUMPTION OF COAL ON THE LINE.

Of the total supply of anthracite in 1865, 9,488,396 tons, about 2,205,109 tons were consumed on the lines of the different avenues to tide water and the interior. There were consumed on the line of the Schuylkill 746,629 tons, and on the Lehigh 505,858 tons.

LEHIGH COAL TRADE.

The quantity of coal sent to market from the Lehigh Region by the different operators in 1865, was: by railroad 1,046,626 tons; by canal 723,669 tons—total, 1,770,295 tons; and from the Schuylkill, Wilkesbarre, etc., 520,766—making a total of 2,291,061 tons.

LEHIGH NAVIGATION COMPANY.

The following is the distribution of coal carried by the Lehigh Navigation Company in 1865:

	Tons.
Consumed on line of Lehigh Canal	82,235
Entered Morris Canal at Easton	217,813
Entered Delaware and Raritan Canal	399,067
Consumed on line of Delaware Division ..	28,930
Arrived at Bristol	160,739

Total shipments in 1865 888,784

SHAMOKIN COAL TRADE.

The number of tons of coal sent from the Shamokin Region, by the different operators in 1865, was 457,162; in 1864, 333,478 tons—increase in 1865 of 123,684 tons.

Of the 457,162 tons of coal from the Shamokin Region in 1865, 283,875 tons passed over the Minehill and Schuylkill Haven Railroad, against 210,360 in 1864—making an increase in 1865 of 73,515 tons; the balance was sent *via* Sunbury to market.

LITTLE SCHUYLKILL RAILROAD.

The quantity of coal transported over this road during the year ending November 30, 1865, by the different operators, was 585,534 tons.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

The coal business of this company in 1864 and 1865, was as follows:

	1864. Tons.	1865. Tons.
Amount sold at mines	2,984	923
" shipped North	342,382	271,519
" " South	957,747	734,445
	1,303,113	1,006,887

The total shipments since the opening of the road have been 9,620,700 tons.

BLOSSBURG COAL TRADE.

The following is the quantity of coal transported over the Blossburg and Corning Railroad since 1860:

	Tons.		Tons.
1860	96,918	1863	235,843
1861	112,712	1864	384,977
1862	179,334	1865	394,632

BARCLAY COAL TRADE.

The quantity of coal sent to market in 1865 from the Barclay Region was 68,463 tons.

SCHUYLKILL AND SUSQUEHANNA RAILROAD COAL TRADE.

The following is the quantity of coal transported over the Schuylkill and Susquehanna Railroad in 1865, and the following years:

	1865.	East.	West.	Total.
From Pine Grove	143,502	18,458		161,967
" Dunphin, West				20,625
" Auburn, West				4,169
				186,781
In 1864	191,391	24,534		240,057
In 1863	189,254	48,449		237,703
In 1862	146,095	53,842		199,937
In 1861	101,523	91,820		193,343
In 1860	94,975	14,718		109,693

The road is now owned and worked by the Reading Railroad Company.

COAL TRADE OF ELIZABETHPORT.

The quantity of coal received at Elizabethport, New Jersey, by the different companies and shippers in 1865, was 906,195 tons. Of which 422,402 tons were from the Lehigh, Schuylkill and Wilkesbarre Regions, independent of that sent from Scranton by the Delaware, Lackawanna and Western Railroad Company.

CUMBERLAND COAL TRADE.

The quantity sent to market in 1865 from the Cumberland Region was as follows:

	Tons.
By railroad	560,293
By canal	343,202
Total	903,495
In 1864	665,605

Increase in 1865 237,890

The above is for the year ending September 30, 1865, and corresponds with the other reports. The full supply sent to market for the full year of 1865, by the Baltimore and Ohio Railroad is as follows:

Quantity sent through to Baltimore	502,689
Delivered on line of road	51,539
Transported for use of company	175,277
Delivered at Baltimore for use of three steamships	16,000

Total quantity transported in 1865... 745,505

This is the heaviest quantity of coal ever transported over the road in a single year, and it would have been larger if the trade had not been retarded in the early part of the year by Government transportation of troops, &c. They expect to increase the coal shipments considerably in 1866.

BEVERDEE DELAWARE COAL TONNAGE.

The number of tons of coal transported over this road in 1864 and 1865, is as follows:

	Through.	Way.	Total.
1864	161,278	13,095	174,323
1865	202,781	11,585	214,345

CATAWISSA RAILROAD COMPANY.

The coal tonnage of this road has been as follows:

	Lacka. tons.	Lehigh. tons.	McCauly Mt. tons.	Bitu. tons.	Total. tons.
1861	6,553	6,220	1,997	1,029	15,799
1862	46,689	85,539	3,282	1,536	137,046
1863	101,934	43,887	7,477	308	153,606
1864		No Report.			
1865	22,286	3,367	546	6,004	32,203
Total	177,462	139,013	13,302	8,877	340,654

IMPORTATIONS AND EXPORTATIONS OF COAL.

The quantity of coal imported into the country and exported during the years 1864 and 1865, was as follows:

	1864.	1865.
Imported. Tons.		
Paying duty	246,117	\$764,311
Under Re- ciprocity Treaty	264,591	885,677
	510,708	\$1,649,988
Exported. Tons.		
Domestic	173,021	\$1,207,802
Foreign	2,018	31,456
	175,039	\$1,239,258

* No returns were received from New Orleans, or San Francisco for the 1st and 2d quarters of 1865.

Interest and Dividends.

The Milwaukee and Prairie du Chien Railroad Company has declared a dividend of 4 per cent. on the first preferred stock, and 3½ per cent. on the second preferred, for the six months ending January 22, 1866, both payable Feb. 1; after which date the mortgage bonds can be converted into 1st preferred stock.

The Northern Central Railway Company have declared a quarterly dividend of 2 per cent, clear of National and State taxes, payable 20th Feb.

The Pennsylvania Railroad Company have declared a semi-annual dividend of 5 per cent. clear of all taxes. It is understood that after declaring this dividend the company have left in the treasury a reserved fund of \$3,000,000.

The Wyoming Valley Railroad and Coal Company will pay a dividend of 5 per cent. Feb. 17.

The Long Island Railroad Company will pay a quarterly dividend of 2 per cent., February 26, at the National Bank of North America.

The earnings of the Middleboro' and Taunton railroad for the past year were: from passengers, \$11,408 07; freight, \$9,496 73; mail, \$600; total, \$21,504 80. Expenses, \$21,453 41. Profit, \$51 39. The following list of Directors was chosen: J. B. Tobey, E. Tucker, P. Tillinghast, W. A. Crocker, C. Robinson, Albert Field, President, J. B. Tobey; Superintendent, A. E. Swasey.

Major Gen. Burnside having been elected President of the Reno, Oil Creek and Pithole Railroad, Major J. L. Wilson of Indiana, and one of the Directors of the Reno Oil and Land Company, has assumed the position of Superintendent. About eight miles of track are laid upon this road and the work is progressing at the rate of half a mile per day.

The Senate of Maryland has unanimously passed the bill authorizing the Mayor and City Council of Baltimore to subscribe to two hundred thousand dollars of the capital stock of the Western Maryland Railroad Company. This bill had previously passed the House, and is therefore a law.

The Directors of the Oil Creek Railroad at a recent meeting, elected S. W. Steward, Esq., of Corry, President, and H. F. Sweetser, Superintendent.

The Tideoute Chronicle reports three hundred hands at work, grading the new road from Irvine to Oleopolis.

The Baltimore and Ohio Railroad Company have assumed the management and control of the Winchester and Potomac Railroad.

Only four miles of the Norfolk and Petersburg Railroad remain to be repaired, when the connection by rail between Norfolk and Memphis, Tenn., will be unbroken, save at Lynchburg. This break in the great chain of railroads will be filled by the 1st of February.

The bridge over Difficult Creek, Va., on the Loudoun and Hampshire Railroad, has been completed. This completes the repairing of the road for a distance of about twenty-two miles.

The bridge over Neuse River, on the North Carolina Railroad, has been repaired, and the cars are now running through to Goldsboro.

European and North American Railroad.

Notwithstanding the disinclination of the public to invest in the stock of new railroads, the International Railway Company, as our Provincial neighbors call this line, which is to connect the maritime Provinces with New England, seems to be in a fair way of success. We have before us an official note from the Premier of New Brunswick certifying to the fact that the entire line from Truro, in Nova Scotia, to Moncton, in New Brunswick, is under contract to the International Contract Company of London, which secures the completion of the road between Halifax and St. John in four years.

From St. John to the boundary of Maine, a distance of 86 miles, the work is under contract to the European and North American Railroad Co., of Maine, who have sub-let the New Brunswick portion to Messrs. Pierce & Blaisdell of this city, under whom the construction is now being carried forward, commencing at the Suspension Bridge. Should anything interfere to delay the work on this side the boundary, the New Brunswick line will go forward, connecting with the Woodstock Railroad, and making all the upper St. John country tributary to the city of St. John.

The distance from St. John city to the line of the St. Andrews and Woodstock Railroad is 80 miles; from thence to Houlton, Maine, 47 miles, from thence to Little Falls, on the St. John, about 100 miles, the point which the American line is designed to reach, by the same route from Houlton.

The people of Bangor are alive to the importance of this road to them and their city. They have subscribed handsomely to the stock of the American company (or a large portion of them have,) and in their zeal for the road have asked the city to extend further aid by a loan of credit.

The Railway Company rely on aid from Massachusetts by a sale of land bonds, and some of the leading men of this State urge the necessity of State interposition for a portion of these bonds. The State 5 per cent. bonds are worth par in the market, or nearly so, and it would aid the company if she should exchange her bonds, 5 per cents, for the 6 per cent. land bonds of the company. A petition with the name of ex-Governor Andrew at the head of it is largely signed, favoring this plan.

Aid is confidently expected too from Congress. The claims of Maine and Massachusetts on the United States assigned to the company will no doubt receive attention from this Congress—and it is a favorable circumstance that the Chairman of each Committee on Foreign Affairs in the Senate and House, are from this State—for to these committees the question of paying these debts will naturally be referred.

We are glad to notice in circulation a petition to Congress for the payment of these claims, and in support of the memorial of the railway companies, signed at the head by His Excellency Gov. Bullock. The bill reported by Hon. John H. Rice on the 3d of March, 1865, was unanimously concurred in by an able committee, of which Hon. Mr. Alley of this State and Hon. J. W. Patterson of N.S. Hampshire were members. The purpose of a bill, including the claims of Massachusetts and Maine, jointly, on the principles of Mr. Rice's bill,

will give the railway companies material aid sufficient to ensure the entire line from Bangor to St. John.—*Boston Journal*, Jan. 22.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1866, were... \$56,509 00
Corresponding week of previous year... 72,705 00

Decrease.....\$16,196 00
The traffic of the Great Western Railway for the week ending Jan. 26, 1866, was as follows:
Passengers.....\$22,391 57
Freight and live stock.....31,117 77
Mails and sundries.....2,056 31

Total.....\$55,565 165
Corresponding week of 1865.....45,244 90

Increase.....\$10,320 74
The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Jan., 1866, were.....\$54,289 00
Corresponding week of 1865.....78,501 00

Decrease.....\$24,212 00
The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1866, were.....\$55,976 00
Corresponding week of previous year... 84,018 00

Decrease.....\$28,042 00
The earnings of the Chicago and Alton Railroad for the 3d week in Jan., 1866....\$48,970 00
Corresponding week of previous year... 69,500 00

Decrease.....\$20,630 00
The earnings of the Chicago and Northwestern Railway for the third week in January, 1866, were.....\$115,710 22
Corresponding week of previous year. 136,367 48

Decrease.....\$20,657 26
The earnings of the Grand Trunk Railway for the week ending Jan. 20, 1866, were:
Passengers.....\$27,685 00
Express, freight, mails and sundries.. 4,750 00
Freight and live stock.....69,807 00

Total.....\$102,242 00
Corresponding week, 1865.....103,179 00

Decrease.....\$937 00
The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 14, were:

	1866.	1865.
Passengers.....	\$2,484 27	\$2,248 60
Freight.....	6,673 03	8,360 39
Express.....	130 22	180 22
Mail.....	296 58	296 58

Total.....\$9,584 10 \$11,035 79
Receipts from January 1 to 14:
1865.....\$21,629 89
1866.....19,600 40

Decrease.....\$2,029 49
The earnings of the Western Union Railroad for the week ending Jan. 21, 1866:

	1866.	1865.
From freight.....	\$6,854 41	\$8,281 15
" passengers.....	2,230 50	2,286 87
" express.....	130 22	228 00
" mail.....	296 58	296 58

Total.....\$9,511 71 \$11,092 60
Receipts from Jan. 1, to Jan. 21:
1866.....\$29,112 11
1865.....32,722 49

Decrease.....\$3,610 38

A meeting was held in Frederick, Md., on the 15th inst., for the purpose of maturing measures for building a railroad from the District of Columbia to the Pennsylvania line, by way of Frederick. A committee was appointed to memorialize the Legislature for the passage of an act of incorporation.

The New Jersey Legislature has passed a law extending the Raritan and Delaware Bay railroad, from its present junction with the Camden and Atlantic road, across the country to a point on Delaware bay, opposite Wilmington, Delaware.

James River and Kanawha Canal.

We are informed that an agent deputed by the French company to negotiate with the James River and Kanawha Canal Company for the completion of their work may be soon expected in Richmond. Everything in this State and in West Virginia promises well for harmonious and united action in a work which is manifestly of common interest to both.—*Lynchburg Republican*.

Central Pacific Railroad STATE AID BONDS.

INTEREST AT THE RATE OF
Seven per Cent. per Annum in Gold,
PAYABLE SEMI-ANNUALLY,
Guaranteed and Paid by the State
of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of \$50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50

FISK & HATCH, Bankers.

Kuebler & Seelhorst,
MATHEMATICAL AND OPTICAL
INSTRUMENT MAKERS,
No. 27 South 8th Street, cor. of Jayne, Philadelphia, Penn.

MERCANTILE MUTUAL
INSURANCE COMPANY.
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President.
CHAS. NEWCOMB, Vice-President.
C. J. DESPARD, Secretary.

TRANSFER OFFICE OF THE
CHICAGO AND NORTH WESTERN R. R. Co.,
No. 8 WALL-ST., NEW YORK, Jan. 26, 1866.

COUPONS DUE FEB. 1, 1866, FROM THE BONDS
of the "Chicago and Northwestern Railway Company" and the "Galena and Chicago Union Railroad Company" will be paid on and after that date, on presentation at this office.

JAMES R. YOUNG, Secretary.

LAWRENCEVILLE CEMENT COMPANY. ROSENDALE HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale, Ulster County, New York. This Brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels made by the company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. BEACH, Pres't.

94 Wall Street, New York.

PUMPING ENGINES, Ericsson's Caloric Pumps,

FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

JAMES A. ROBINSON,

164 Duane St., cor. Hudson, New York.

TO RAILROAD CONTRACTORS.

PARTIES desirous of making a Contract to build a short line of railroad near the City of Richmond, are requested to call at the office of the Springfield and Deep Run Coal Mining Company, 77 Cedar St., New York, for further particulars.

New York, January 24th, 1886.

414

RAILROAD MAP.

NEW EDITION, JUST ISSUED,

FOR SALE AT THIS OFFICE.

PRICE, { Pocket form (free by mail) \$1 50
{ Mounted 3 50

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE,
ALBANY, Jan. 20, 1886.

TWENTY-FIFTH SEMI-ANNUAL DIVIDEND.
—The Directors of this company have declared a Semi-Annual Dividend of Three Per Cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of January inst., and reopened on the morning of Friday, the 23d day of February next.

K. D. WORCESTER,
Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY,
New York, January 17, 1886.

DIVIDEND.—The Directors of this company have declared a semi-annual Dividend from the earnings of the road for six months, ending 31st December, ultimo, of **THREE AND ONE HALF PER CENT.** on the **PREFERRED STOCK.**

Also a Dividend of **FOUR PER CENT.** on the Common Capital Stock.

Both payable (less government tax), on Monday, the 5th day of February, at the Treasurer's office, Erie Place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on Saturday, the 20th instant, and be reopened on Wednesday the 7th of February.

HORATIO N. OTIS, Secretary.

COUPONS OF THE CENTRAL PACIFIC RAILROAD COMPANY of California, Due January 1st, 1886, will be paid on and after that date, less government tax, by
EUGENE KELLY & CO.,
36 Wall Street.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 13, 1885.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was **Resolved**, That a Dividend of **FIVE PER CENT.** in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.

8:50

THOMAS E. WALKER, Treasurer.

NOTICE TO CONTRACTORS.

RAILWAY CONTRACTORS are invited to submit to **GEORGE M. BRAGGIOTTI**, 117 Pearl Street, New York, Agents for **MESSRS. BELLOT DES MINIERES BROTHERS & Co.**, of Bordeaux, France, between now and the 15th of February next, proposals for the completion of the grading, bridging, &c., of the **AMERICAN CENTRAL RAILWAY OF ILLINOIS**, about 190 miles in length, from the City of New Boston, on the Mississippi River, to the Eastern Illinois State Line in the direction of Fort Wayne, Indiana. Contracts will be granted in Sections, and proposals must be accompanied with first class references as to competency, otherwise they will not be considered. For further particulars apply to the Chief Engineer of the Road, at his office in Galva, Henry County, Illinois, where profiles and specifications can also be inspected.

413

HENRY B. SMITH,

(Late with United States Trust Co.)

STOCKS, BONDS, GOLD,

AND

GOVERNMENT SECURITIES

BOUGHT AND SOLD ON COMMISSION.

No. 47 Exchange Place,
NEW YORK.

REFERS TO

JOHN A. STEWART, Esq., President United States Trust Company of New York.

CHAS. P. LEVING, Esq., President Bank of New York, National Banking Association.

DAVID DOWS, Esq., **THOS. W. PRATY, Esq.**,
CHAS. E. BILL, Esq., **MESSRS. H. T. MORGAN & Co.**,
MESSRS. VERMILY & Co.

JOHN Q. ADAMS, R. J. KIMBALL, E. D. MOORE.

ADAMS, KIMBALL & MOORE,

BANKERS and BROKERS,

No. 7 New Street,

(four doors from Wall St.,)

NEW YORK.

Government Securities, Stocks, Bonds, Gold and Foreign Exchange, Bought and Sold on Commission. Four per cent. interest allowed on Deposits, subject to Draft.

Collections made on all parts of the United States and Canada.

REFERENCES.

AMERICAN EXCHANGE NATIONAL BANK, New York
MECHANICS' NATIONAL BANK, New York.

G. H. & L. LAFLIN, Chicago, Ill.

ALLEN COFF & NISBET, St. Louis, Mo.

MOLSON'S BANK, Montreal, C. E.

ONTARIO BANK, Toronto, C. W.

GOODYEAR BROTHERS & DURAND,

BANKERS,

No. 18 Broad St., New York.

INTEREST ALLOWED ON ACCOUNTS, subject to check at sight, as with Banks. Collections made on all accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES, RAILROAD STOCKS, BONDS, GOLD, &c. bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Scholastic Co. Bank, N. Y.

GEO. GOODYEAR, New Haven, Ct.

GEO. G. GOODYEAR HARVEY DURAND.

REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer.

JACOB RUSSELL, Esq., Cashier U. S. Treasury.

H. T. MORGAN, Esq., (of H. T. Morgan & Co.) New York.

HON. ERASTUS CORNING, Albany, N. Y.

A. B. JOHNSON, Esq., Utica, N. Y.

JAY COOKE & Co., Washington.

Jo C. Clayton,

Attorney at Law, Advocate in Patent Cases.
Established 1854. Washington, D. C.

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE, Boston.

MANHATTAN

Life Insurance Company,

No. 156 Broadway, New York.

(New Marble Building.)

Cash Capital and Accumulation over

\$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 50 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus aiding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec.

S. N. STEBBINS, Actuary.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trustee work, or loading trains with material for gravelling.

Any persons having such work to do will please address, w.th particulars, Box 366, Clinton, Mass. 6m-35

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CAN-
VASS, used by many roads as a substitute for Car Duck.
WILLIAMS & PAGE, Boston.
July 19th, 1885.

UNITED STATES STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia.
{ 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

W. GOODMAN,

Mississippi.

A. P. MERRILL, Jr.,

New York.

Goodman & Merrill, COTTON FACTORS

AND

General Commission Merchants.

AGENTS FOR THE PURCHASE, SALE AND LEASE OF COTTON PLANTATIONS,

ALSO FOR THE PURCHASE OF

Railroad Equipment and Supplies.

No. 36 New Street,

NEW YORK.

November 24th, 1885.

3m48



GRICE & LONG,
PATENTEES OF
Steam Passenger Cars,
AND BUILDERS OF ALL
Description of Cars,
AND
Engineers & Machinists.
FULTON WORKS,
1340 BEACH ST. PHILADELPHIA.
CAR WORKS,
TRENTON, NEW JERSEY.
OFFICE,
182 Broadway, NEW YORK.

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,
Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.
On and after September 25, 1865, trains
will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,
Daily, except Saturday, 7 P. M. On Sunday 8 P. M.
Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and
Elmira Railroad, for Elmira, Niagara Falls, &c. At
Corry, with Atlantic and Great Western Railroad, and Oil
Creek Railroad for Titusville, Shaffer, Franklin, Oil
City, &c. And at Erie, with Lake Shore Line, for the
West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.;
arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.
New York, September 16, 1865.

COOPER & SHERIDAN, STATIONERS,

AND
BLANK BOOK MANUFACTURERS,

26 Exchange Place,
(Corner William Street.)

NEW YORK.

Banks, Merchants and Brokers, and Railroad, Mining
and Steamship Companies supplied on favorable terms.
HENRY R. COOPER. J. W. SHERIDAN.

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks, and
Tenders. CHILLED DRIVING WHEELS and TIRES
for Locomotives. ROLLED and HAMMERED AXLES
WHEELS and AXLES FITTED COMPLETE.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF
Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st
of every month (except when those dates fall on Sunday,
and then on the preceding SATURDAY), for ASPINWALL,
connecting, via Panama Railroad, with one of the Com-
pany's steamships from Panama for SAN FRANCISCO,
touching at ACAPULCO.

FEBRUARY.

1st—HENRY CHAUNCEY, connecting with the COL-
ORADO

10th—ATLANTIC, connecting with SACRAMENTO.

21st—NEW YORK, connecting with CONSTITU-
TION.

Departures of 1st and 21st connect at Panama with
steamers for SOUTH PACIFIC PORTS. Those of 1st
touch at MANZANILLO.

Through Passage Rates, in Currency.

	First Cabin.	Second Cabin.	Steerage
On steamers.....	\$300	\$200	\$100

A discount of ONE-FOURTH from steamers' rates al-
lowed to 2d Cabin and Steerage passengers accompanied
by their families.

Baggage checked through. One hundred Pounds al-
lowed each adult.

An experienced Surgeon on board. Medicines and at-
tendance free.

For Passage Tickets or further information apply at
the Company's ticket office, on the wharf foot of Canal
Street, North River.

Sm47

F. W. G. BELLOWES, Agent.

FOR CAMDEN DIRECT, via RARITAN AND
DELAWARE BAY RAILROAD—Fare \$2.00,
Excursion Tickets good for 3 days, \$3.00.

On and after January 8th, 1866, from Pier 3 North
River at 12.25 P. M., Express Line, through to Camden in
5 hours.

Passengers for Barnegat, Tuckerton, Hammonton, Egg
Harbor City, &c., will take this train.

At 4.00 P. M. Accommodation Line, arriving in Cam-
den at 11 P. M.

Freight for Camden, Vineland, &c., will be taken at
Low Rates. If delivered before 12 o'clock noon, will reach
Camden the same night.

J. N. BILLINGS, Agent, Pier No. 3.

W. S. SNEDEN, Supt.

IMPORTANT TO CONSUMERS OF STEAM.

FUEL ECONOMIZED

AND

POWER OF STEAM INCREASED.

CARVALHO'S

IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from
20 to 30 per cent. of the fuel used.

This invention, awarded a **SILVER MEDAL** at the
Fair of the American Institute, 1865, IS SIMPLE IN
CONSTRUCTION, and is easily attached at small
cost to boilers in use, OR TO LOCOMOTIVES,
greatly increasing their economy and efficiency. It will
furnish pure steam of a moderate temperature for use in
engines, or when required, produces, without the least
fear of decomposition, highly Super-Heated Steam, for
Chemical and Manufacturing purposes, fumigating ships,
&c. Persons interested in the use of Steam, are invited
to call upon, or address the subscriber, who is the sole
Agent for the United States.

HENRY W. BULKLEY,

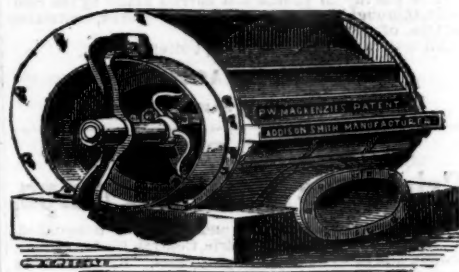
Consulting Engineer,

57 Broadway, New York.

SMITH & SAYRE,

PROPRIETORS AND MANUFACTURERS OF THE

**MACKENZIE PATENT
BLOWER & CUPOLA,
PATENT
GAS EXHAUSTOR
AND COMPENSATOR.**



THIS Blower is a Force Blast Machine, compact, durable,
and requires only one-third the power necessary to drive
a Fan Blower. For all purposes where a pressure of Blast is
required they are quite equal to cylinders, and can be driven with
one-third the power, while their cost is trifling in comparison.
We manufacture these Blowers and Cupolas to melt from 1
to 15 tons iron per hour. They will save one-quarter to one-
half the time required by the old style Cupola, and from 25 to
33 per cent. of coal. Address

SMITH & SAYRE,
484 Broadway, N. Y.

Washington Iron Works,

NEWBURGH, N. Y.

ORDERS SOLICITED FOR ALL DESCRIPTIONS OF

RAILROAD CARS.

PASSENGER, BAGGAGE, MERCHANDISE, FLAT
BOTTOM, GONDOLA, COAL & ORE CARS.

We also manufacture MARINE, STATIONARY and
PORTABLE STEAM ENGINES and GENERAL MA-
CHINERY, HEAVY FORGINGS, WROUGHT IRON
RAILROAD BRIDGES, STEAM BOILERS, SUGAR
CANE MILLS, SUGAR PANS, CLARIFIERS, and
REFINING MACHINERY, CIRCULAR SAW MILLS
IRON and BRASS CASTINGS, &c. &c.

HOMER RAMSDELL, President.

GEO. M. CLAPP, Treasurer.

JOS. BELKNAP, Superintendent.

Address

Washington Iron Works,
Newburgh, N. Y.

Langdon Rolling Mill Co.,

AT SPUYTEN DUYVIL, N. Y.

OFFICE: 141 BROADWAY, NEW YORK.

New Rail and Chair Iron furnished. Also Re-rolling
on favorable terms.

J. LANGDON, President.

D. B. GILBERT

F. S. ENTZ

GILBERT & ENTZ,

BANKERS and BROKERS,

No. 4 WALL STREET.

Gold, Government Securities, State and Railroad
Bonds, Bought and Sold on Commission, at the
New York Stock Exchange.